

Chapter 2

Description of the Alternatives

FINAL ENVIRONMENTAL IMPACT STATEMENT

Chapter 2—Description of the Alternatives

2.1 Introduction

The City of Shoreline has entered into this subarea planning process to more directly and fully address future land use and transportation needs in the 145th Street Station Subarea. As an outcome of this planning process, the City intends to adopt the following three ordinances:

- **Ord. No. 750** Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map;
- **Ord. No. 751** Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan; and
- **Ord. No. 752** Planned Action for the 145th Street Station Subarea pursuant to the State Environmental Policy Act.

In the coming years, the City will also need to revise its Capital Improvement Plan, and Transportation and other Master Plans to further support implementation. The City also will work with partner organizations and the community to bring the vision articulated in the subarea plan to fruition.

Because this FEIS addresses amendments to the City's Comprehensive Plan, zoning, and regulations, this chapter provides planning background information. Section 2.2 outlines

planned action procedures. Section 2.3 describes the FEIS alternatives. Section 2.4 describes the environmental review process, and Section 2.5 provides planning and policy background information.

Refer to Chapter 1 for a description of the subarea context including the land use and mobility study area boundaries that together constitute the subarea boundary. Chapter 1 also presents objectives for the 145th Street Station Subarea to demonstrate the purpose and need for the planned action.

2.2 Planned Action Provisions of the State Environmental Policy Act

As part of the subarea planning process, and consistent with the State Environmental Policy Act (SEPA), 43.21C RCW, and its rules, WAC 197-11, the City intends to adopt a Planned Action Ordinance to support the *145th Street Station Subarea Plan*.

The Washington State Legislature adopted the planned action process for SEPA to emphasize quality environmental review of early planning efforts and early public input to shape decisions. Basic steps in designating and implementing planned actions are to:

- Prepare an environmental impact statement (EIS);
- Designate the planned action improvement area by ordinance, where future projects would develop consistent with the EIS analysis; and
- Review permit applications for future projects for consistency with the designated planned action (based on

an environmental checklist prepared by project proponents to compare proposed improvements to the planned action analysis).

This FEIS addresses the first step identified above by analyzing the potential environmental impacts related to the alternatives and prescribing mitigation measures to address potential impacts. The analysis in the FEIS addresses variations within the alternatives related to land use and zoning, and the extent of growth and development that would result from implementation.

The intent of the planned action process is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage. As long as redevelopment projects are consistent with the analysis in the FEIS, which they would document through an environmental checklist, individual projects would not be required to complete further environmental analysis.

A planned action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, would not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in the adopted Planned Action Ordinance and supporting environmental analysis. If a planned action project is not consistent with the land use and zoning intensities studied in the DEIS and FEIS, a supplemental environmental review may be required of the project.

Although future proposals that qualify as fitting within the threshold of the planned action would not be subject to

additional SEPA review, they would be subject to various permit process requirements and related notification requirements set forth in the City's code. For projects located within the proposed MUR-85', MUR-70', or MUR-65' zones, with proponents choosing to proceed through a development agreement, additional public review also would be part of that process.

The Planned Action Ordinance would be expected to help catalyze redevelopment and revitalization in the light rail station subarea. Property owners and potential developers would be encouraged to redevelop by the more predictable development process that takes place under the planned action process. This FEIS helps the City identify impacts of development and specific mitigation measures that developers would have to meet to qualify for a planned action project.

Planned Action Ordinance

The Planned Action Ordinance will encourage redevelopment and revitalization of the station subarea by reducing the amount of environmental analysis for individual projects, as long as they are consistent with the environmental analysis completed at this earlier stage. According to WAC 197-11-164, a planned action has the following characteristics:

- Is designated a planned action by ordinance;
- Has had the significant environmental impacts addressed in an EIS (in this case, the DEIS and FEIS for the 145th Street Station Subarea Plan/Planned Action);
- Has been prepared in conjunction with a comprehensive plan, subarea plan, master planned development, phased project, or with subsequent or implementing projects of any of these categories;

- Is located within an urban growth area;
- Is not an essential public facility; and
- Is consistent with an adopted comprehensive plan.

WAC 197-11-168 requires that a Planned Action Ordinance include:

- A description of the types of project action being designated as a planned action;
- A description of how the planned action meets the criteria of WAC 197-11-164;
- A finding that the probable significant environmental impacts of the planned action have been identified and adequately addressed in an EIS; and
- The identification of mitigation measures that must be applied to a project for it to qualify as a planned action project.

Following the completion of the environmental impact statement process, the City intends to designate the 145th Street Station Subarea as a planned action by ordinance, pursuant to SEPA and its implementing rules. The ordinance will identify mitigation, as described in this FEIS, which would be applicable to future planned action projects. Some of the mitigation measures would apply to all study area projects, while others would be applied on a case-by-case basis. Planned action projects exclude essential public facilities.

2.3 Introduction to the Alternatives Analyzed in this FEIS

2.3.1 Overview of the Alternatives

This FEIS analyzes the four alternatives listed below. Alternatives 2, 3, and 4 are often referred to as the “action alternatives” in this FEIS, and Alternative 1 is the “no action alternative.”

- Alternative 4—Compact Community Hybrid (Action Alternative)
- Alternative 3—Compact Community (Action Alternative)
- Alternative 2—Connecting Corridors (Action Alternative)
- Alternative 1—No Action (No Action Alternative)

This FEIS also analyzes the potential to phase zoning for the three action alternatives. Refer to Section 3.1 for graphic figures of the four alternatives and phased versions of the action alternatives.

Under all alternatives, it is assumed that the proposed light rail station would be constructed, along with a park-and-ride structure for 500 cars and other improvements in the vicinity of the station.

If implemented, any of the three action alternatives are consistent with the City’s Comprehensive Plan, but would require some modifications to the Comprehensive Plan map and descriptions of land uses, as well as zoning, and development

regulations. Alternative 1—No Action would retain existing Comprehensive Plan and zoning designations, but is inconsistent with and does not support existing adopted policies at the local, regional, state, and federal levels. For example, Alternative 1—No Action does not align with the City’s adopted Comprehensive Plan and other adopted plans that call for more intensive use around future light rail stations. This is more fully described in Section 3.1 of this FEIS.

Development of Action Alternatives Shaped by Community Design Workshops and Public Comments

Public input received at community design workshops and throughout the Scoping, DEIS, and DEIS Addendum process helped guide the development of alternatives analyzed in the FEIS. As a result of multiple workshop sessions with the public and stakeholder groups and comments received from the community, three different ways of organizing multifamily and mixed use redevelopment in the station subarea are analyzed in this FEIS (Alternative 4—Compact Community Hybrid, Alternative 3—Compact Community, and Alternative 2—Connecting Corridors).

The City hosted five visioning events between July and September 2013, some in partnership with Senior Services and Neighborhood Associations. Attendees provided feedback on their vision for neighborhoods surrounding future light rail stations with regard to housing, jobs and businesses, recreation and community services, transportation and mobility, and station design.

In June of 2014, the City hosted a series of Design Workshops with the 145th Street Station Citizen Committee and the community. Key themes that emerged from the June workshops were described in a Summary Report and are listed below:

- Housing choices and opportunity
- Environmental protection and enhancement
- Mixed-Use corridor (5th Avenue and/or 155th Street)
- 145th Street and enhancing east/west transit connections
- Pedestrian and bicycle connections and bridging Interstate-5
- Safety and security
- Parking

In February of 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. The potential zoning scenarios introduced at the series of workshops are described below.

No Action (Alternative 1)—This scenario is required to be analyzed in the EIS. Note that “No Action” does not mean “no change.” Even if the City retained current zoning, property owners would still be able to maximize existing development capacity, including 35 foot heights in single-family zones, adding Accessory Dwelling Units, etc.

Connecting Corridors (Alternative 2)—This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square. Because potential development in this scenario is more spread out, lower density zoning (more area at 35 foot height limit and maximum base height of 65 feet closest to future station) was analyzed compared to the Compact Community scenario.

Compact Community (Alternative 3)—This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. Because potential development in this scenario is concentrated, higher density zoning (maximum base height of 85 feet closest to future station) was analyzed in several locations compared to the Connecting Corridors scenario.

Key themes that emerged from the February workshops where these potential zoning scenarios were introduced were also described in a Summary Report. Many of the themes were similar to discussions held the previous June.

With regard to housing choice, there were also concerns about change in the subarea. Many participants commented that they understood the purpose of increasing housing choices and opportunities in the subarea around the future light rail station. At the same time, many were concerned about how the change in density might affect the neighborhood. There was not a clear preference between the Connecting Corridors and Compact Communities scenarios—there were mixed perspectives. Participants encouraged the City to consider concentrating

density in proximity to the station and making sure that the scale and height of redevelopment was compatible with surrounding single family neighborhoods. Similar to comments at the earlier workshop sessions, some participants were interested in proceeding with a livable density that would include an affordable mix of multifamily buildings, as well as townhomes, cottage style homes, and single family homes that are attractive to young families.

With regard to building heights, Workshop participants had varying viewpoints about what the maximum height for new redevelopment should be in the subarea. Some wanted the height to predominantly remain below three stories (even though the height limit in the existing R-6 single family allows for heights of 35 feet). This perspective is represented in the Mixed-Use Residential- 35 foot height zone (MUR-35') included in the action alternatives. Other participants suggested buildings no taller than five stories, and this is reflected in the Mixed-Use Residential-45 foot height zone (MUR-45') included in the action alternatives. Others recommended buildings of seven stories or taller focused around the light rail station; this is also reflected in potential zoning scenarios. Overall, height was a sensitive issue in community meetings with residents who live in the station subarea. Some participants expressed caution that the transition of change and redevelopment should be something that maintains the integrity of the residential-feel of the neighborhoods in the subarea—similar to that seen in Fremont or Columbia City.

Participants discussed the potential for connections to commercial uses along the key corridors. Workshop groups also discussed the importance of having more local restaurants,

grocery stores, cafes, and other “Mom and Pop” businesses that are easily supported by commuters, pedestrians, and bicyclists. In general, participants were supportive of creating signature streets with landscaped medians, street trees, furnishings, curb extensions, and other features that enhance identity, improve walkability, and provide traffic calming.

Participants viewed community design illustrations showing greater density and building height at key intersections, such as the 145th Street and 5th Avenue intersection and the 165th and 5th Avenue Intersection. Again, similar to in earlier workshops, participants preferred architectural building setbacks that provide transition to adjacent neighborhoods through a “wedding cake effect” (step backed floors) at the intersections and along key corridors.

Participants continued to remain passionate about the natural resources (including the Thornton Creek corridor and tributaries), parks, trees, and open space areas in and around the subarea. Key parks in the subarea include Twin Ponds Park, Paramount Park and Open Space, and Hamlin Park. Participants wanted to see these areas protected and enhanced as redevelopment occurs. Many suggestions for improving environmental quality of the parks and natural resources included protecting and preserving trees, planting new trees including street trees (with 145th Street improvements), creating more green space, addressing storm water issues, and improving water quality.

The Draft Environmental Impact Statement (DEIS) was published in January 2015 and analyzed each of the three potential zoning scenarios with regard to impacts and mitigations for land use patterns, plans, and policies; population, housing, and

employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

As part of the public process to discuss this analysis and any other potential zoning scenarios that should be considered through this FEIS, many community members supported studying a scenario that did not include upzoning around neighborhood parks and open spaces. This led to the development of Alternative 4- Compact Community- Hybrid. This scenario includes a maximum base height limit of 70 feet (MUR-70') based on development regulations that were adopted as part of the 185th Street Station Subarea Plan.

This scenario shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Street Corridor Study, but also incorporates elements of a “Green Network” that was included in zoning scenarios analyzed in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

On May 2, 2016 when the Council decided to study Alternative 4 in this FEIS in addition to Alternatives 1, 2, and 3, they also chose to study the potential to phase zoning for all action alternatives. If phased zoning were to be implemented, Phase 1 could take effect upon adoption of the Subarea Plan (2016) and Phase 2 could take effect in 2033 (10 years after the light rail station is operational).

Estimated Pace of Growth

The estimated pace of growth analyzed in the FEIS action alternatives is 1.5 percent to 2.5 percent annual growth per year. This is based on analysis of existing growth rates in the region, as well as the anticipation that the rate of growth may increase with the allowance of higher density zoning in the subarea. For more information about the expected pace of growth and population demographics, refer to Section 3.2 of the FEIS.

The First Twenty Years of Implementation Compared to Build-Out

Although the pace of growth for all action alternatives is estimated to be the same (1.5 percent to 2.5 percent annually) and growth levels under any of the alternatives would be expected to be similar after the first twenty years, where this growth happens would vary somewhat with each alternative and depending upon phasing boundaries, if implemented.

Each of the action alternatives would reach build-out of proposed zoning at different timeframes since varying levels of zoning change would occur under each.

If specific Phase 1 and Phase 2 boundaries are applied to any of the action alternatives, the geographic area of growth and change likely would be different than if no phasing boundaries were applied to the subarea.

The FEIS analyzes how phasing would affect potential growth and change in the subarea and the list of mitigation measures required to address the potential impacts of this growth and

change. A Phase 1 boundary that would be in effect through 2033 (17 years from the date of FEIS publication and 10 years after light rail starts) is analyzed in the FEIS, along with a Phase 2 boundary that would encompass the remainder of the subarea after 2033.

If no phasing boundaries are adopted for the subarea, the level of growth and change under any of the action alternatives would be expected to be similar for the first twenty years. As such, mitigation measures related to each action alternative also would be similar.

Long term impacts under each alternative would vary because of the extent of rezoning proposed. At full build-out Alternative 2—Connecting Corridors would require the most utility and transportation improvements and upgrades, as well as the highest level of public services to serve the proposed growth. This is due to Alternative 2 covering a greater geographic area at build-out than Alternative 3—Compact Community or Alternative 4—Compact Community Hybrid.

Analysis of anticipated impacts and recommended mitigation is presented in Chapter 3 of this FEIS and summarized in the chart in Chapter 1, as well as a Review Guide that was published as a companion piece to this document.

Build-Out Time Frames

Estimated build-out time frames for the three action alternatives (based on the estimated pace of growth) are shown in Table 2-1 below.

Table 2-1

Estimated Build-Out Time Frames for Action Alternatives

Alternative 4— Compact Community Hybrid	Alternative 3— Compact Community	Alternative 2— Connecting Corridors
55 to 87 years by 2071 to 2103	63 to 98 years by 2078 to 2113	60 to 94 years by 2075 to 2109

The existing average density in the subarea is 3.2 dwelling units per acre even though most of the subarea is zoned R-6 (6 dwelling units per acre) and higher. It is expected that density would continue to increase in the subarea if no rezoning were to be implemented, and likely property owners would seek to maximize density to the limits allowed over time. However, the timeframe of build-out to the allowed density is uncertain. Achieving the full allowed density under existing zoning may never occur. Not all single family property owners may want to add units to their homesites, and the extent of those who would add units (and the timeframe when this would occur) is unknown.

Planning Horizon Year 2035—Expected Growth and Change under Any of the Action Alternatives

While the proposed zoning scenarios under the action alternatives represent a long term vision for the subarea, the subarea plan and related capital improvement recommendations

focus on the next twenty years of implementation, consistent with Washington State Growth Management Act provisions. The planning horizon year referenced consistently throughout the DEIS and FEIS is **2035**. Implementation of any of the action alternatives would be expected to increase population, housing units, and employment in the subarea. An estimated average annual growth rate of 1.5 percent to 2.5 percent is assumed for planning and analysis purposes. For more information about why this growth rate is assumed and about population, housing, and employment conditions and forecasts, refer to Section 3.2 of Chapter 3 of this FEIS.

Table 2-2 shows existing (2014) estimated population, housing unit, and employment levels within the subarea. **Table 2-3** shows estimated twenty-year and build-out population, housing unit, and employment projections for the alternatives. **Table 2-4** shows the projected net increases in population, housing unit, and employment levels over existing levels.

Table 2-2 Existing (2014) Population, Housing Units, and Employment Estimates for the Subarea

Estimated Totals for Subarea Based on Available GIS Data	
Population	8,321
Housing Units	3,467
Employees	1,595

Note: the 2015 estimated population of the City of Shoreline is 55,439.

Population, housing, and employment levels forecast for the station subarea only include the City of Shoreline subarea area geography. Land area south of N-NE 145th Street, inside the City of Seattle limits is not included in this study area.

**Table 2-3 Estimated Twenty-Year and Build-Out
Population, Housing Units, and Employment Projections**

	Alternative 4 Compact Community Hybrid	Alternative 3 Compact Community	Alternative 2 Connecting Corridors	Alternative 1 No Action
2035 Population*	11,207 to 13,365	11,207 to 13,365	11,207 to 13,365	11,040
2035 Housing Units*	4,670 to 5,681	4,670 to 5,681	4,670 to 5,681	4,600
2035 Employees*	2,180 to 2,678	2,180 to 2,678	2,180 to 2,678	2,325
Build-Out Population	32,367	36,647	34,643	**
Build-Out Housing Units	13,486	15,270	14,435	**
Build-Out Employees	11,011	9,639	11,747	**
Build-Out Years	55 to 87 years by 2071 to 2103	63 to 98 years by 2078 to 2113	60 to 94 years by 2075 to 2109	**

* Projections assume 1.5 percent to 2.5 percent annual growth rate for the action alternatives from the time the rezoning is adopted.

** For Alternative 1—No Action, only projections through the twenty year horizon of 2035 were analyzed. Build-Out was not analyzed because the timeframe for this is unknown and difficult to approximate.

**Table 2-4 Projected Net Increases in Population,
Housing Units, and Employment over Existing Levels**

	Alternative 4 Compact Community Hybrid	Alternative 3 Compact Community	Alternative 2 Connecting Corridors	Alternative 1 No Action
2035 Population	+2,886 to +5,314	+2,886 to +5,314	+2,886 to +5,314	+2,719
2035 Housing Units	+1,203 to +2,214	+1,203 to +2,214	+1,203 to +2,214	+1,133
2035 Employees	+585 to 1,083	+585 to 1,083	+585 to 1,083	+730
Build-Out Population	+24,046	+28,326	+26,322	
Build-Out Housing Units	+10,019	+11,803	+10,968	
Build-Out Employees	+9,416	+8,044	+10,152	

The increase in the number of housing units projected for the next twenty years would be 4,670 at 1.5 percent growth and 5,681 at 2.5 percent growth under any of the action alternatives. Although the market assessment projected a demand for 500 to 800 or more housing units through 2035, this was a conservative estimate. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,450 housing units by 2035. There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years and improving market conditions. Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea.



Conceptual illustration of live/work units and multifamily buildings proposed in West Seattle (Johnston Architects); example of redevelopment possibility under the MUR-35 zoning category

Projected and Capital Improvements to Support the First Twenty Years of Implementation

Since the potential impacts under any of the action alternatives over the first twenty years would be similar, capital improvement recommendations are generally consistent across all alternatives for the twenty-year planning horizon. The 145th Street Station Subarea Plan will include a list of specific capital improvement projects needed to support the first twenty years of implementation.

Market Trends and Demand for Housing and Mixed Use

A market assessment prepared by Leland Consulting Group for the 145th Street Station Subarea identified potential transit-oriented development opportunities for the next twenty years.

The market assessment predicts an increased demand in multifamily and various types of housing as Shoreline continues to attract residents of varying income levels. While the market assessment identified a potential demand for approximately 500 to 800 residential units or more through 2035, additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, and other factors. Certainly, the demand for housing would continue beyond twenty years, and may grow higher depending on these factors. For more information about the findings of the assessment, refer to Section 3.1 in Chapter 3 of this FEIS.

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014 forecast of "development prospects," ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring baby boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) are creating a higher demand for urban infill housing and mixed use. Based on recent studies by ULI and others, both of these types of

consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles.

While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact with mixed use qualities may be most desirable. In a recent national survey “American in 2013: Focus on Housing and Community” ULI found that among all adults polled (including Baby Boomers and Millennials/Gen Y-ers), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important. Shoreline’s reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades.

For more information on market analysis and trends refer to the report prepared by Leland Consulting Group, available at:

<http://www.cityofshoreline.com/home/showdocument?id=17855>

5. The market assessment completed for the 185th Street Station Subarea by BAE Urban Economics is available at:

<http://www.cityofshoreline.com/Home/ShowDocument?id=15704>

Anticipated Growth and Change under Alternative 1—No Action

The FEIS assumed population growth for Alternative 1—No Action consistent with the City’s Transportation Master Plan dispersed growth scenario through 2030, adding .05 percent growth through the planning horizon year of 2035. By 2035, the estimated population for the subarea under Alternative 1—No Action would be 11,040 people, compared to the existing

estimated population of 8,321, adding 2,719 people over the next twenty years.

As analyzed in Section 3.1 of this FEIS, ***“No Action” does not translate to “No Change” in the subarea.*** With the implementation of light rail, there would be greater demand for land uses in proximity to the station, particularly for housing. The existing zoning for much of the subarea is R-6 (with the exception of areas in the vicinity of NE 145th Street and 15th Avenue NE, and NE 165th Street and 5th Avenue NE).

The R-6 zoning covers most of the existing subarea, with other commercial zones in the locations described above. R-6 allows six dwelling units per acre and the commercial zones allow greater densities. The existing average number of dwelling units per acre in the subarea is 3.2. As such a substantial number of new housing units could be constructed over time in the subarea under the existing zoning. Attached single family homes (such as duplexes, triplexes, and townhouses) and accessory dwelling units (attached or detached, maximum one per lot) are allowed in the R-6 zone if proposed redevelopment meets certain criteria (refer to Shoreline Municipal Code 20.40.510). The existing maximum height for buildings in the R-6 zone is 35 feet.

Much of the housing stock in the subarea is reaching an age of 50 to 60 years or more, and some residents will likely make substantial renovations to their homes or demolish existing homes to build new ones. Based on this trend and the anticipated demand for more housing that will occur with light rail as homesites are redeveloped in the subarea in the future under Alternative 1—No Action, the community could expect to see either larger and taller single family homes or combinations of

various types of attached multiple-unit residential buildings and accessory dwelling units. Any of the residential buildings, including accessory dwelling units, could be constructed to a maximum height of 35 feet (approximately 3 to 3.5 stories). For comparative purposes, throughout north Seattle, there has been significant construction of this type over the last twenty years, which has changed the character of single family neighborhoods. These larger, newer homes would also likely be more expensive, limiting the number available for purchase by moderate-income households.

It is also important to reiterate that redevelopment under Alternative 1—No Action would not be consistent with the adopted vision for the light rail station area as a vibrant, equitable transit-oriented district. Single family redevelopment under the No Action Alternative would provide fewer opportunities for new housing and new redevelopment improvements to streets and public spaces than proposed under Alternatives 2, 3, or 4, including the Green Network concept envisioned by workshop participants.

Under Alternative 1, there would be a significantly lower overall quantity of various types of housing to fit diverse income levels, and substantially less mixed use/neighborhood commercial at street level. Increased housing choice and affordability will be needed to serve the growing demand in the subarea over the long term. Population, housing, and employment projections are depicted on the following pages.

2.3.2 Comparison of Land Uses under the Alternatives

Land use, zoning, urban form, and comprehensive plan comparisons of the alternatives are briefly summarized below. For more information, refer to Section 3.1 of this FEIS.

Land Use, Urban Form, and Zoning

Under the action alternatives (Alternative 2—Connecting Corridors, Alternative 3—Compact Community, and Alternative 4—Compact Community Hybrid), transit-oriented redevelopment consisting of a mix of residential, retail/commercial, office, and public uses would be allowed under new Mixed-Use Residential (MUR) zoning categories. These proposed changes would broaden the types of housing choices available to fit a variety of income levels, including affordable housing. Land use changes are most expansive geographically under Alternative 2 compared to Alternatives 3 and 4. Land uses under Alternative 1—No Action would remain consistent with those allowed under existing zoning; however, as discussed above, density would be expected to increase over time.

Alternative 3 would provide more housing opportunities than Alternatives 2 and 4 (15,270 total housing units in the subarea at build-out compared to 14,435 and 13,737, respectively). Alternative 2 would provide the most employment/commercial opportunities with 11,747 projected employees at build-out, compared to Alternative 4 (10,289 projected employees) and Alternative 3 (9,639 projected employees).

Under Alternative 1—No Action, existing single family land uses zoned primarily R-6 (residential, 6 units per acre) would remain.

Residents would be allowed to develop accessory dwelling units and attached single family units (such as duplexes), which would increase density in the subarea from the existing overall average of 3.2 units per acre to closer to the 6 units per acre that is allowed by the existing R-6 zoning. However, these density levels are not optimal for supporting high-capacity transit or the range of housing choices and affordability levels desired for the subarea.

The proposed MUR zoning categories would allow various types of mixed use and transit-oriented development with housing over active uses at the ground floor level. Refer to Section 3.1 for a description of Mixed Use Residential designations. The following potential zoning categories are analyzed under one or more of the action alternatives for the subarea:

- MUR-85'—Mixed Use Residential with 85' maximum base height (see description of potential exception below). This designation is only analyzed in Alternative 3.
- MUR-70'—Mixed Use Residential with 70' maximum base height (see description of potential exception below). This designation is only analyzed in Alternative 4.
- MUR-65'—Mixed Use Residential with 65' maximum base height (see description of potential exception below). This designation is only analyzed in Alternative 2.
- MUR-45'—Mixed Use Residential with 45' height limit (applicable in Alternatives 2, 3, and 4).

- MUR-35'—Mixed Use Residential with 35' height limit (applicable in Alternatives 2, 3, and 4).

The MUR zoning encourages mixed use buildings that have active ground floors with retail, and other uses that promote pedestrian traffic and sustain street level interest, are envisioned for along key streets in the subarea. The uses in these buildings above the ground floor level would likely be predominantly residential, but in some locations also could be office/employment. MUR zoning optimizes transit-oriented development potential and is consistent with building code requirements and common construction approaches in transit-oriented development throughout the region and the US.

Under Alternative 4, the maximum base building height in the subarea would be 70 feet under the proposed zoning category of MUR-70'. Due to construction types currently allowed by building code of wood frame over one-level of concrete podium this would be the maximum height built applying the base zoning, but there could be some added flexibility for rooftop amenities such as a covered open space area. This is often called a 5/1 or 5 over 1 construction style.

Under Alternative 3, the maximum base building height in the subarea would be 85 feet under the proposed zoning category of MUR-85'. This is approximately seven building levels. Due to construction types currently allowed by building code of wood frame over two-levels of concrete podium this would be the maximum height built applying the base zoning. This is often called a 5/2 or 5 over 2 construction style.

Under Alternative 2, the maximum base building height in the subarea would be 65 feet under the proposed zoning category of MUR-65'. This is approximately six building levels, such as would be constructible with a concrete base level of podium and five levels of wood frame above (5/1 or 5 over 1 construction style).

With implementation of any of the three action alternatives (Alternative 2, 3, or 4), the City is proposing the use of development agreements that would allow increases in height and density for redevelopment projects with the approval of an agreement under which the projects provide various elements and amenities—such as greater levels of affordable housing and green building, structured parking, and inclusion of other options. Development agreements would only potentially be applicable in the MUR-85', MUR-70', or MUR-65' zones and not in MUR-45' or MUR-35'. A development agreement would be a negotiated and subject to public process, with the goal of including amenities desired by the community in exchange for additional development potential that could off-set the cost of providing such amenities.

The analysis in this FEIS assumes that up to 25 percent of the redevelopment projects may exceed the base height of 65 feet in the MUR-65' zone under Alternative 2, 70 feet in the MUR-70' zone under Alternative 4, or 85 feet in the MUR-85' zone under Alternative 3 through development agreement provisions. The maximum height limit assumed in the analysis and draft regulations for the 145th Street Station Subarea is 140 feet, based on an understanding of the financial feasibility of redevelopment with the next likely viable building height option after 5 over 2, with steel frame construction, being 13 to 14 levels in height.

Given recent market conditions, as well as the smaller parcel sizes in the subarea, it is anticipated that it could take many years for mid-rise building construction of this height (13 to 14 stories) to be implemented. Implementation would occur on a limited basis for only those projects that choose to pursue a development agreement process. The assumption of 25 percent of the area building to this capacity is probably over-estimated, but analyzing this level of development helps the City understand potential impacts of this possibility. In a future scenario where 25 percent of the MUR-85', MUR-70', or MUR-65' zones reached this level of development, additional environmental analysis would be required before any consideration of new development agreements.

The City is also evaluating how updates in regulations can support more conversion of single family homes to professional office uses and neighborhood supporting businesses such as small shops and cafes, hair salons and barber shops, art studios, and other uses along key streets as the subarea transitions over time.

Given that there are sometimes challenges in leasing out active ground floor spaces before residential uses have fully built-out in some transit-oriented districts, the City would allow developers flexibility to lease ground floor for other purposes than active retail, including residential use, as long as the ground level is built to commercial standards that will allow active use in the long-term.

There are several places within the subarea where the existing zoning (primarily R-6, with some R-8, R-12, R-18 and NB-Neighborhood Business) would remain in place under the action alternatives. Under Alternative 3, more areas would remain in

existing zoning than under Alternative 2. The R-48, R-24, R-18, NB, and CB (Community Business) zones are existing designations in the Development Code.

Height limits in areas where existing zoning is retained are as follows:

- R-6 35 feet
- R-8 35 feet
- R-12 35 feet
- R-18 40 feet
- R-24 40 feet
- NB 50 feet
- CB 60 feet
- MB 60 feet

2.3.3 Growth Forecasting and Planning Using Traffic Analysis Zones

The City of Shoreline is forecasted to grow in the coming years. Growth forecasts and targets for Shoreline and the subarea are discussed in Chapter 3, Section 3.2 Population, Housing, and Employment.

While the subarea plan is focused on the study areas shown in **Figure 1-1** in Chapter 1 of the FEIS, for purposes of population and employment projection calculations the limits of Traffic Analysis Zones (TAZ) boundaries are assumed as the study area.

TAZs are commonly used for analyzing population and demographics regionally in planning because the TAZ boundaries correlate to census tract boundaries. In some cases, the TAZ boundaries extend beyond the land use and mobility study area

boundaries designated for the subarea. TAZs related to the subarea are depicted in **Figure 2-1** in this chapter of the FEIS.

2.3.4 Redevelopment Potential and Planning for the First Twenty Years of Growth

It is anticipated that growth and redevelopment in the subarea will happen slowly and gradually, over many years. There are many challenges that will influence the pace of growth and change, including market forces, property owners' interest in redeveloping or selling their properties, parcel size and configuration, the length of time until light rail is operating, and other factors.

Likely, future growth under any of the action alternatives would occur first on larger sites or aggregated parcels in the subarea that are readily available for redevelopment based on property owners' interest in selling. Since most of the parcel sizes in the subarea are single family lots, multiple property owners may need to coordinate to aggregate their properties into larger parcels for redevelopment. This would take time, and as such it is anticipated that the projected growth would happen very gradually, over decades, as indicated previously.

With adoption of a Planned Action Ordinance, a twenty-year planning horizon (to the year 2035), common for comprehensive planning and subarea planning, will be described. Twenty-year growth projections have been used throughout this FEIS to develop a list of capital improvement projects that would support projected growth in the subarea, although the Planned Action

Ordinance is not tied to a twenty-year expiration date. The City will monitor the ongoing pace of growth and change over the next twenty years in the subarea. In the future, if growth trends indicate that the twenty-year growth target will be exceeded and/or capital improvement projects do not keep pace with expected growth, the City would revisit the subarea plan through its typical long range planning efforts (comprehensive planning). This process may require development of a supplemental EIS to support projected growth changes in the subarea or other modifications to ensure growth is managed in accordance with the GMA.

2.3.5 Identifying a Preferred Alternative

The Planning Commission and City Council will consider the analysis of the new alternative, Alternative 4, and other information in this FEIS, along with agency and public comment, and then recommend a preferred alternative to become the planned action for the subarea plan.

As stated above, the City intends to monitor growth and change in the subarea in the coming years and at some point in the future may decide to revisit the subarea plan to make amendments in line with future conditions. This may involve adjustment of the proposed subarea plan within the range of alternatives studied in the DEIS and FEIS. It also may involve future development of a new alternative, which may or may not require a supplemental level of environmental analysis (Supplemental EIS) to support its adoption.

2.4 Environmental Review

2.4.1 Purpose

The purpose of environmental review is to provide decision makers and citizens with information about the potential environmental consequences of proposed actions, such as plans, policies, regulations, and permits. SEPA requires that governments consider environmental effects of proposals before taking an action. An EIS provides the greatest amount of information about potential environmental impacts and offers mitigation measures to reduce these impacts. The City's past and existing environmental review process is described below.

2.4.2 Prior Environmental Review

Prior environmental review was conducted in the following EISs, including the City's Comprehensive Plan and subsequent amendments:

- *Lynnwood Link Extension Draft Environmental Impact Statement* by Sound Transit, July 2013
- *City of Shoreline Comprehensive Plan* update, December 10, 2012
- *City of Shoreline Ridgecrest Subarea Plan*, May 24, 2010
- *Aurora Square Community Renewal Area Planned Action Draft Environmental Impact Statement*, December 2014
- *185th Street Station Subarea Plan*, March 2015

Where appropriate, relevant information found in prior environmental and planning documents is referenced and considered in this FEIS (and in the previous DEIS).

2.4.3 Existing Environmental Review Process

Pursuant to SEPA Rules (WAC 197-11-408 through 410), the City issued a Determination of Significance and Scoping Notice (see Appendix), on October 1, 2014. Public and agency comments were solicited in a 31-day scoping period from October 1, 2014 to October 31, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the EIS and offer written suggestions.

Consistent with City noticing requirements, the notice was published in the City's newspaper of record and mailed to property owners inside the subarea and within 300 feet. It was also sent to federal and state agencies to which the City sends SEPA notices and determinations. As a courtesy, it was posted on the City's website.

As described in the Scoping Notice, the following topics are addressed in Chapter 3 of this FEIS (and the previous DEIS):

- Land Use Patterns/Plans and Policies
- Population, Housing, and Employment
- Transportation
- Streams, Wetlands, and Surface Water Management (including Water Quality and Water Quantity)
- Parks, Recreation, and Open Space (Including Wildlife Habitat Areas, Trees, etc.)
- Schools, Fire, Police, and Other Public Services
- Utilities

Public and stakeholder input received indicated concurrence with these elements of the environment as the focus for the DEIS and FEIS.

The DEIS was published in January 2015, and a comment period was offered through February 19, including a public hearing on February 5 that was continued to February 19.

Many comments were submitted on the Draft EIS, including comments about wetlands, streams, soils, trees, habitat, and surface and ground water in the subarea. To better respond to these comments, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical areas: Paramount Open Space and Twin Ponds Park. On February 18, 2016 two technical memos were published and discussed with the Planning Commission, a Wetlands and Streams Assessment, and Geotechnical Considerations for High Groundwater or Peat Conditions. These memos constitute an addendum to the DEIS. Although not required, a public comment period was offered through March 21.

2.5 Planning and Policy Background

Background planning regulations and provisions are summarized below, including the Washington State Growth Management Act; Puget Sound Region Vision 2040 and the Growing Transit Communities Partnership; Countywide Planning Policies; and the City of Shoreline Vision 2029, Comprehensive Plan, and other relevant City planning policies and development regulations.



2.5.1 Federal Partnership for Sustainable Communities

In 2009, the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) formed an interagency partnership to coordinate investments and align policies to support communities that want to give Americans more housing choices, make transportation systems more efficient and reliable, reinforce existing investments, and support vibrant and healthy neighborhoods that attract businesses. Each agency is incorporating these principles into its funding programs, policies, and future legislative proposals, and consequently, each agency now has adopted policies to support sustainable community development.

This Partnership for Sustainable Communities represents a fundamental shift in federal government approaches to transportation, housing, and environmental spending, policies, and programs. The three agencies have agreed to collaborate to help communities become economically strong and environmentally sustainable. The Partnership recognizes that rebuilding national prosperity today and for the long run starts with individual communities where—now and generations from now—all Americans can find good jobs, good homes, and a good life.

Coordinating federal investments in infrastructure, facilities, and services meets multiple economic, environmental, and community objectives. Investing in public transit can lower transportation costs, reduce greenhouse gas emissions and other air pollution, decrease traffic congestion, encourage healthy walking and bicycling, and spur development of new homes and amenities around transit stations. The Partnership is guided by six Livability Principles shown at right.

Partnership for Sustainable Communities Guiding Livability Principles

- ❖ **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- ❖ **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- ❖ **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- ❖ **Support existing communities.** Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- ❖ **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- ❖ **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

2.5.2 Washington State Growth Management Act

The Washington State Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City of Shoreline is required to plan in accordance with GMA. Comprehensive plans for cities planning under GMA must include the following elements: land use (including a future land use map), housing, transportation, public facilities, parks and recreation, economic development, and utilities. Additional elements such as subarea plans may be added at the option of the local jurisdiction. A GMA comprehensive plan must provide for adequate capacity to accommodate the city's share of projected regional growth. It must also ensure that planned and financed infrastructure can support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

The GMA established fourteen statutory goals that guide the development of comprehensive plans, and for a plan to be valid, it must be consistent with these:

1. Guide urban growth to areas where urban services can be adequately provided;
2. Reduce urban sprawl;
3. Encourage efficient multimodal transportation systems;
4. Encourage the availability of affordable housing to all economic segments of the population;
5. Encourage economic development throughout the state;
6. Assure private property is not taken for public use without just compensation;
7. Encourage predictable and timely permit processing;

8. Maintain and enhance natural resource-based industries;
9. Encourage retention of open space and development of recreational opportunities;
10. Protect the environment and enhance the state's quality of life;
11. Encourage the participation of citizens in the planning process;
12. Ensure adequate public facilities and services necessary to support development;
13. Identify and preserve lands and sites of historic and archaeological significance; and
14. Manage shorelines of statewide significance.

2.5.3 Puget Sound Region Vision 2040 and Growing Transit Communities Partnership

The proposed *145th Street Station Subarea Plan* is consistent with the regional long-range plan, Vision 2040, as well as land use and transportation planning initiatives to support the region's investment in high-capacity transit, as described further below.

Vision 2040

Vision 2040 is an integrated, long-range vision for maintaining a healthy region and promoting the well-being of people and communities, economic vitality, and a healthy environment for the central Puget Sound region. It contains an environmental framework, a numeric regional growth strategy, policy sections guided by overarching goals, implementation actions, and measures to monitor progress.

The following overarching goals provide the framework for each of the six major policy sections of VISION 2040.

- **Environment**—The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.
- **Development Patterns**—The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.
- **Housing**—The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.
- **Economy**—The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.

- **Transportation**—The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.
- **Public Services**—The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Vision 2040 includes multi-county policies to support each of these major policy sections. These policies serve as foundational guidance for countywide planning policies in King County and also for comprehensive planning and subarea planning in Shoreline.

Growing Transit Communities Partnership

In recognition of the \$25 billion investment the central Puget Sound region is making in voter approved regional rapid transit, the Growing Transit Communities (GTC) Partnership is designed to help make the most of this investment by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. The GTC Partnership developed a comprehensive set of Corridor Action Strategies, as well as other tools to support development of jobs and housing in areas associated with transit investments. For more information visit: <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/>

The GTC Partnership also worked with the Center for Transit-Oriented Development to create a People + Place Typology for

the region's 74 high-capacity transit station areas. The 145th Street Station Subarea in Shoreline was designated with the typology "Protect and Grow."

According to PSRC's *Transit Community Typology Implementation Approaches*, "Protect and Grow" transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate the need to carefully transition land uses over time. Priority strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Priority strategies include:

- Development of regulations and capital facilities investments that support market demand;
- Implementing a full range of tools for new and preserved affordable housing;
- Conducting community needs assessments and targeted community investments; and
- Targeted support to small businesses (existing and potential new businesses).

The 145th Street Station Subarea Plan will carry these strategies forward.

2.5.4 Countywide Planning Policies

As part of the comprehensive planning process, King County and its cities have developed countywide planning policies (CCPs).

These policies were designed to help the 39 cities and the County address growth management in a coordinated manner. The policies were adopted by King County Council, and subsequently ratified by cities, including the City of Shoreline, in 2013.

Taken together the countywide planning policies address issues related to growth, economics, land use, and the environment. Specific objectives include:

- Implementation of Urban Growth Areas;
- Promotion of contiguous and orderly development;
- Siting of public capital facilities;
- Creating affordable housing plans and criteria; and
- Ensuring favorable employment and economic conditions in the County.

The countywide planning policies also set growth targets for cities. Refer to Section 3.2 for the growth targets established for Shoreline. The vision and framework for King County 2030 was developed to set the foundation for the countywide planning policies. The 2030 vision and framework calls for vibrant, diverse and compact urban communities, stating that:

"Within the Urban Growth Area little undeveloped land now exists and urban infrastructure has been extended to fully serve the entire Urban Growth Area. Development activity is focused on redevelopment to create vibrant neighborhoods where residents can walk, bicycle or use public transit for most of their needs."

Other CPPs relevant to the station subarea plan include the following.

Environment

EN-2 Encourage low impact development approaches for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

EN-16 Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions, including:

- Maintaining or exceeding existing standards for carbon monoxide, ozone, and particulates;
- Directing growth to Urban Centers and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;
- Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;
- Incorporating energy-saving strategies in infrastructure planning and design;
- Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and

- Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.

EN-19 Promote energy efficiency, conservation methods and sustainable energy sources to support climate change reduction goals.

EN-20 Plan and implement land use, transportation, and building practices that will greatly reduce consumption of fossil fuels.

Development Patterns

DP-2 Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.

DP-3 Efficiently develop and use residential, commercial, and manufacturing land in the Urban Growth Area to create healthy and vibrant urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:

- Directing concentrations of housing and employment growth to designated centers;
 - Encouraging compact development with a mix of compatible residential, commercial, and community activities;
 - Maximizing the use of the existing capacity for housing and employment; and
 - Coordinating plans for land use, transportation, capital facilities and services.
- DP-4** Concentrate housing and employment growth within the designated Urban Growth Area. Focus housing growth within countywide designated Urban Centers and locally designated local centers. Focus employment growth within countywide designated Urban and Manufacturing/Industrial Centers and within locally designated local centers.
- DP-5** Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote walking, bicycling, transit, and other alternatives to auto travel.
- DP-6** Plan for development patterns that promote public health by providing all residents with opportunities for safe and convenient daily physical activity, social connectivity, and protection from exposure to harmful substances and environments.
- DP-7** Plan for development patterns that promote safe and healthy routes to and from public schools.
- DP-13** All jurisdictions shall plan to accommodate housing and employment targets.
- DP-39** Develop neighborhood planning and design processes that encourage infill development, redevelopment, and reuse of existing buildings and that, where appropriate based on local plans, enhance the existing community character and mix of uses.
- DP-40** Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area.
- DP-42** Design new development to create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate altering pollution and increase resilience of communities to climate change impacts.
- DP-43** Design communities, neighborhoods, and individual developments using techniques that reduce heat absorption, particularly in Urban Centers.
- DP-44** Adopt design standards or guidelines that foster infill development that is compatible with the existing or desired urban character.

Housing

H-1 Address the countywide need for housing affordable to households with moderate, low and very-low incomes, including those with special needs. The countywide need for housing by percentage of Area Median Income (AMI) is:

- 50-80 percent of AMI (moderate) 16 percent of total housing supply
- 30-50 percent of AMI (low) 12 percent of total housing supply
- 30 percent and below AMI (very-low) 12 percent of total housing supply

H-2 Address the need for housing affordable to households at less than 30 percent AMI (very low income), recognizing that this is where the greatest need exists, and addressing this need will require funding, policies and collaborative actions by all jurisdictions working individually and collectively.

H-4 Provide zoning capacity within each jurisdiction in the Urban Growth Area for a range of housing types and densities, sufficient to accommodate each jurisdiction's overall housing targets and, where applicable, housing growth targets in designated Urban Centers.

H-9 Plan for housing that is accessible to major employment centers and affordable to the workforce in them so people of all incomes can live near or within reasonable commuting distance of their places of work. Encourage housing production at a level that improves the balance of housing to employment throughout the county.

H-10 Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit-oriented development and planning for mixed uses in transit station areas.

H-12 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating and by reducing exposure to harmful environments.

H-13 Promote fair housing and plan for communities that include residents with a range of abilities, ages, races, incomes, and other diverse characteristics of the population of the county.

Economy

EC-2 Support economic growth that accommodates employment growth targets through local land use plans, infrastructure development, and implementation of economic development strategies.

EC-5 Help businesses thrive through:

- Transparency, efficiency, and predictability of local regulations and policies;
- Communication and partnerships between businesses, government, schools, and research institutions; and
- Government contracts with local businesses.

EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention and emphasizes the importance of small businesses in creating jobs.

EC-9 Identify and support the retention of key regional and local assets to the economy, such as major educational facilities, research institutions, health care facilities, manufacturing facilities, and port facilities.

EC-12 Celebrate the cultural diversity of local communities as a means to enhance the county's global relationships.

EC-13 Address the historic disparity in income and employment opportunities for economically disadvantaged populations, including minorities and women, by committing resources to human services; community development; housing; economic development; and public infrastructure.

EC-15 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.

EC-16 Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g. grocery stores and farmers markets), and transportation choices.

Transportation

T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.

T-4 Develop station area plans for high-capacity transit stations and transit hubs. Plans should reflect the unique characteristics and local vision for each station area including transit supportive land uses, transit rights-of-way, stations and related facilities, multi-modal linkages, and place-making elements.

T-6 Foster transit ridership by designing transit facilities and services as well as non-motorized infrastructure so that they are integrated with public spaces and private developments to create an inviting public realm.

T-12 Address the needs of non-driving populations in the development and management of local and regional transportation systems.

- T-15** Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.
- T-19** Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.
- T-20** Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.
- T-21** Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.
- T-22** Plan and develop a countywide transportation system that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease vehicle miles traveled.
- T-23** Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy-efficiency, and reduce the need for new infrastructure.

Public Facilities and Services

Policies under Public Facilities and Services emphasize the Growth Management Act's requirement that jurisdictions determine which facilities are necessary to serve the desired growth pattern and how they will be financed, in order to ensure timely provision of adequate services and facilities. This is a focus of the station subarea plan, supported by the analysis in this FEIS. The Public Facilities and Services section also encourages:

- Collaboration among jurisdictions;
- Conservation and efficient use of water resources;
- Provision of public sanitary sewer service or alternative high performance technologies (such as reusable waste water systems);
- Reduction of the solid waste stream, and reuse and recycling;
- Reduced energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies and the use of renewable and alternative energy resources to help meet the County's long-term energy needs;
- Provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision; and

- Provision of human and community services to meet the needs of existing and future residents in King County communities through coordinated planning, funding, and delivery of services by the county, cities, and other agencies.

2.5.5 City of Shoreline Vision 2029

In fall 2008, the City of Shoreline began working with the community to create a vision for the next twenty years to help maintain Shoreline's quality of life. The process engaged hundreds of citizens and stakeholders through a series of "Community Conversations" hosted by neighborhood associations and community groups, as well as Town Hall meetings hosted by the City Council. The process generated over 2,500 comments, which the City synthesized into a vision statement and eighteen framework goals. These were subsequently adopted by the City Council in May 2009. The vision and framework goals are presented below.

Vision 2029

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here. There always seems to be plenty to do in Shoreline – going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents, and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The City works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life – cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

A City of Neighborhoods—Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing

types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times, blends well with established neighborhood character, and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.

Neighborhood Centers—The city has several vibrant neighborhood “main streets” that feature a diverse array of shops, restaurants, and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce, and the City.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places - like parks, plazas, cafes and wine bars - provide opportunities for neighbors to meet, mingle

and swap the latest news of the day. Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian, or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail and other regional destinations.

You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

The Signature Boulevard—Aurora Avenue is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the city.

Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent residential neighborhoods.

The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As a major transportation corridor, there is frequent regional rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and citywide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length. As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios.

This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations.

A Healthy Community—Shoreline residents, City government and leaders care deeply about a healthy community. The City's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known region wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and provide alternative treatment for non-violent and non-habitual offenders.

Better for the Next Generation—In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and City staff strive for efficiency, transparency and consistency to ensure an effective and responsive City government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And the people of Shoreline are committed to making the city even better for the next generation.

Framework Goals

The original framework goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the city's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

FG 1: Continue to support exceptional schools and opportunities for lifelong learning.

FG 2: Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.

FG 3: Support the provision of human services to meet community needs.

FG 4: Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.

FG 5: Encourage an emphasis on arts, culture and history throughout the community.

FG 6: Make decisions that value Shoreline's social, economic, and cultural diversity.

FG 7: Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.

FG 8: Apply innovative and environmentally sensitive development practices.

FG 9: Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.

FG 10: Respect neighborhood character and engage the community in decisions that affect them.

FG 11: Make timely and transparent decisions that respect community input.

FG 12: Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for the aging and/or developmentally disabled.

FG 13: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.

FG 14: Designate specific areas for high density development, especially along major transportation corridors.

FG 15: Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.

FG 16: Encourage local neighborhood retail and services distributed throughout the city.

FG 17: Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.

FG 18: Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

2.5.6 City of Shoreline Comprehensive Plan

The City of Shoreline adopted its current Comprehensive Plan by Ordinance 649 on December 10, 2012 and it has been amended on several occasions to maintain its currency. As required under GMA, the City's current Comprehensive Plan and corresponding regulations were prepared and adopted to guide future development and fulfill the City's responsibilities. The Comprehensive Plan contains all required elements and many optional elements.

A comprehensive plan indicates how a community envisions its future, and sets forth strategies for achieving the desired vision. A comprehensive plan guides how a city will grow, identifies compatible land uses, a range of housing and employment choices, an efficient and functional transportation network, and

adequate public facilities, and protects environmental and historic resources.

A comprehensive plan can be an effective management tool for a city, providing an opportunity for community-defined direction and greater predictability for property owners. Development regulations, which implement aspects of comprehensive plans, govern such factors as allowable uses, size and location of buildings and improvements, and standards for environmental protection.

Elements Contained in the Current Comprehensive Plan

The City of Shoreline Comprehensive Plan includes the following elements, as well as other optional elements such as the Shoreline Master Plan and subarea plans:

- Land Use
- Community Design
- Housing
- Transportation
- Economic Development
- Natural Environment
- Parks, Recreation & Open Space
- Capital Facilities
- Utilities

Existing Comprehensive Plan Land Use Designations

The City of Shoreline Comprehensive Plan applies land use designations to all parcels within the city limits. Existing land use designations shown on the Comprehensive Plan map include:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Mixed Use 1
- Mixed Use 2
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Light Rail Station Areas:
 - Station Area 1
 - Station Area 2
 - Station Area 3

With adoption of the 145th Street Station Subarea Plan, the Comprehensive Plan land use designations will be amended to reflect the proposed zoning of the plan. This is described in more detail in Section 3.1 of this FEIS.

Specific Policies Related to Light Rail Station Areas

As part of its 2012 Comprehensive Plan update, the City of Shoreline adopted specific land use policies related to light rail station areas that provide a guiding foundation for the subarea plan.

LU23: Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open

space, and art; and substantial landscaping and retention of significant trees.

LU24: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

LU25: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

LU26: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

LU27: Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

LU28: Evaluate property within a ½ mile radius of a light rail station for multifamily residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

- LU29:** Evaluate property within a ¼ mile radius of a light rail station for multifamily residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU30:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgcrest for multifamily, mixed-use, and non-residential uses.
- LU31:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU32:** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU33:** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU34:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of existing land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.
- LU35:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU36:** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multimodal transportation facilities.
- LU37:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU38:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU39:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU40:** Regulate station area design to provide transition from high-density multifamily residential and commercial development to single-family residential development.
- LU41:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and

other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.

LU42: Use the investment in light rail as a foundation for other community enhancements.

LU43: Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (e.g. Zipcar), bike-sharing, and walking and bicycle safety programs.

LU44: Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.

LU45: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

LU46: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.



Example of affordable housing built at High Point, King County Housing Authority

Other Relevant Comprehensive Plan Goals and Policies

In addition to the specific Land Use policies pertaining to the light rail station area listed above, the following Comprehensive Plan goals and policies are relevant to the subarea.

CITIZEN PARTICIPATION

Citizen participation goals and policies guide all areas of planning in the City of Shoreline, and as such are relevant to the 145th Street Station Subarea Planned Action.

GOALS

CP I: To maintain and improve the quality of life in the community by offering a variety of opportunities for public involvement in community planning decisions.

Comprehensive Plan Definition of Transit-Oriented Communities (TOCs):

Shoreline's Comprehensive Plan defines transit-oriented communities as "Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians."

POLICIES

- CP1:** Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly.
- CP2:** Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.

- CP3:** Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan.
- CP4:** Consider community interests and needs when developing modifications to zoning or development regulations.
- CP5:** Encourage and emphasize open communication between developers and neighbors about compatibility issues.
- CP6:** Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements and subareas of the Comprehensive Plan.
- CP7:** Educate residents about various planning and development processes, how they interrelate, and when community input will be most influential and effective.
- CP8:** Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

LAND USE GOALS AND POLICIES

The City's Comprehensive Plan Land Use Element was reviewed to identify the goals and policies most relevant to the subarea. In addition to the land use policies developed to specifically guide station subarea planning, summarized in Chapter 2, the following land use goals and policies also are relevant.

GOALS

- Goal LU I:** Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.
- Goal LU II:** Establish land use patterns that promote walking, biking, and using transit to access goods, services, education, employment, recreation.
- Goal LU III:** Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.
- Goal LU IV:** Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline, and connects all areas of the city to high-capacity transit using a multimodal approach.
- Goal LU V:** Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.
- Goal LU VI:** Encourage pedestrian-scale design in commercial and mixed use areas.

- Goal LU VII:** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.
- Goal LU VIII:** Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest. ***(This goal is relevant to where the N 145th Street corridor meets the Aurora Avenue N corridor.)***
- Goal LU X:** Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council. ***(Implementation of the 145th Street Station Subarea Plan would build capacity for additional growth to support this goal.)***
- Goal LU XII:** Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

POLICIES**Residential Land Use**

- LU1:** The Low Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, cottage housing, and accessory dwellings may be allowed under certain conditions. The permitted base density for this designation may not exceed 6 dwelling units per acre.

- LU2:** The Medium Density Residential land use designation allows single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing. Apartments may be allowed under certain conditions. The permitted base density for this designation may not exceed 12 dwelling units per acre.
- LU3:** The High Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted. The permitted base density for this designation may not exceed 48 dwelling units per acre.
- LU4:** Allow clustering of residential units to preserve open space and reduce surface water run-off.
- LU5:** Review and update infill standards and procedures that promote quality development, and consider the existing neighborhood.
- LU6:** Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.
- LU7:** Promote small-scale commercial activity areas within neighborhoods that encourage walkability, and provide opportunities for employment and “third places”.

- LU8:** Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

Mixed Use and Commercial Land Use

- LU9:** The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.
- LU10:** The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue N or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.
- LU11:** The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity of the future light rail stations at I-5 and 185th Street and I-5

and 145th Street. The SA1 designation is intended to support high density residential, a mix of uses, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The MUR-70' Zone is considered conforming to this designation.

LU12: The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in areas surrounding the future light rail stations at I-5 and 185th Street and I-5 and 145th Street. The SA2 designation is intended to provide a transition from the SA1 designation and encourages the development of higher density residential along arterials in the subarea, neighborhood commercial uses, reduced parking standards, increased housing choices, and transitions to lower density single family homes. The MUR-45' Zone is considered conforming to this designation.

LU13: The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in area surrounding the future light rail stations at I-5 and 185th and I-5 and 145th. The SA3 designation is intended to provide a transition from the SA1 and SA2 designation and transitions to lower density designations and encourages the development of medium density residential uses, some neighborhood commercial uses, increased housing choices, and transitions to low density single-family homes. The MUR-35' Zone is considered conforming to this designation.

LU14: The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

LU15: Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

LU16: Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

Other Land Uses

LU18: The Public Facilities land use designation applies to a number of existing or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

LU19: The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

- LU20:** The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.
- LU21:** Land Use and Mobility Study Areas designate areas to be studied with regard to subarea planning for light rail stations. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and Development Code.

Light Rail Station Areas

These policies, LU20 through LU43 were presented earlier in this chapter. The 145th Street Station Subarea Planned Action is directly relevant to these policies, and the policies would best be supported and reinforced through implementation of any of the action alternatives.

Transit & Parking

- LU52:** Consider the addition of compatible mixed-uses and shared (joint use) parking at park and ride facilities.
- LU53:** Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.
- LU54:** Encourage large commercial or residential projects to include transit stop improvements when appropriate.

- LU55:** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.
- LU56:** Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.

Sustainable Land Use

- LU57:** Educate the community about sustainable neighborhood development concepts as part of the subarea planning processes to build support for future policy and regulatory changes.
- LU58:** Explore whether “EcoDistricts” could be an appropriate means of neighborhood empowerment, and a mechanism to implement triple-bottom-line sustainability goals by having local leaders commit to ambitious targets for green building, smart infrastructure, and behavioral change at individual, household, and community levels.
- LU59:** Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

LU60: Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

LU61: Support regional and state Transfer of Development Rights (TDR) programs throughout the city where infrastructure improvements are needed, and where additional density, height, and bulk standards can be accommodated.

LU62: Consider social equity and health issues in siting uses, such as manufacturing and essential public facilities¹, to provide protection from exposure to harmful substances and environments.

Water Quality and Drainage

LU69: Design, locate, and construct surface water facilities to:

- promote water quality;
- enhance public safety;
- preserve and enhance natural habitat;
- protect critical areas; and
- reasonably minimize significant, individual, and cumulative adverse impacts to the environment.

¹ There are no Essential Public Facilities (EPFs) located within the areas proposed for zoning changes under the action Alternatives 2, 3, and 4, and at this time, with the exception of the light rail facilities, it is not anticipated that EPFs meeting the definition in the Revised Code of Washington (RCW) 36.70A.200(1) would be located or sited within the station subarea. While the proposed light rail facilities classify as EPFs, these facilities are not the direct focus of this FEIS.

LU70: Pursue state and federal grants to improve surface water management and water quality.

LU71: Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.

LU72: Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.

LU73: Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

LU74: Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.

COMMUNITY DESIGN

Goals and policies related of the Community Design Element of the Comprehensive Plan are directly relevant to the 145th Street Station Subarea Planned Action.

GOALS

Goal CD I: Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's vision.

Goal CD II: Design streets to create a cohesive image, including continuous pedestrian improvements that connect to the surrounding neighborhoods.

Goal CD III: Expand on the concept that people using places and facilities draws more people.

Goal CD IV: Encourage historic preservation to provide context for people to understand their community's past.

POLICIES

Site and Building Design

CD1: Encourage building design that creates distinctive places in the community.

CD2: Refine design standards so new projects enhance the livability and the aesthetic appeal of the community.

CD3: Encourage commercial, mixed-use, and multifamily development to incorporate public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, and solar access.

CD4: Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development.

CD5: Encourage architectural elements that provide protection from the weather.

Signs

CD6: Encourage signage to be complementary in scale to the building architecture and site design.

CD7: Discourage multiple or large signs that clutter, distract, or dominate the streetscape of commercial areas.

CD9: Encourage the consolidation of signs on a single structure where a commercial development includes multiple businesses.

CD10: Encourage signs on multi-tenant buildings to be complementary in size and style for all commercial and mixed-use zones.

CD11: Discourage signage that is distracting to drivers.

CD12: Improve permit process for temporary signs or banners.

Vegetation and Landscaping

CD13: Encourage the use of native plantings throughout the city.

CD14: Encourage development to consolidate onsite landscape areas to be large enough to balance the scale of the development.

CD15: Encourage concentrated seasonal planting in highly visible, public and semi-public areas.

CD16: Where feasible, preserve significant trees and mature vegetation.

CD17: Prohibit use of invasive species in required landscaping, and encourage use of native plant species whenever possible.

Open Space

CD18: Preserve, encourage, and enhance open space as a key element of the community's character through parks, trails, water features, and other significant properties that provide public benefit.

Public Spaces

CD19: Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.

CD20: Provide public spaces of various sizes and types throughout the community.

CD21: Design public spaces to provide amenities and facilities such as seating, lighting, landscaping, kiosks, and connections to surrounding uses and activities that contribute to a sense of security.

CD22: Consider Crime Prevention through Environmental Design (CPTED) principles when developing mixed use, commercial and high-density residential uses.

CD23: Utilize landscaping buffers between different uses to provide for natural transition, noise reduction, and delineation of space while maintaining visual connection to the public amenity.

CD24: Encourage building and site design to provide solar access, as well as protection from weather.

Public Art

CD25: Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.

CD26: Encourage private donations of art for public display and/or money dedicated to the City's Municipal Art Fund.

Sidewalks, Walkways and Trails

CD27: Where appropriate and feasible, provide lighting, seating, landscaping, and other amenities for sidewalks, walkways, and trails.

Street Corridors

CD28: Use the Green Street standards in the Master Street Plan to provide an enhanced streetscape, including street trees, landscaping, natural surface water management techniques, lighting, pathways, crosswalks, pedestrian and bicycle facilities, decorative paving, signs, seasonal displays, and public art.

CD29: Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping standards to enhance corridor appearance and create distinctive districts.

CD30: Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

CD31: Establish and maintain attractive gateways at entry points into the city.

CD32: Use Low Impact Development techniques or green street elements, except when determined to be unfeasible. Explore opportunities to expand the use of natural surface water treatment in the right of way through partnerships with public and private property owners.

Freeway

CD33: Encourage the use of visual barriers and sound absorption methods to reduce impacts from the freeway to residential neighborhoods.

Neighborhood Commercial

CD34: Develop walkable commercial areas that provide adjacent neighborhoods with goods and services.

CD35: Encourage buildings to be sited at or near the public sidewalk.

Residential

CD36: Support neighborhood improvement projects with City grants. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.

CD37: Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property.

Historic Preservation

CD38: Preserve, enhance, and interpret Shoreline's history.

CD39: Recognize the heritage of the community by naming or renaming parks, streets, and other public places with their original historic names or after major figures and events.

CD40: Educate the public about Shoreline's history through commemoration and interpretation.

CD42: Develop incentives, such as fee waivers and code flexibility to encourage preservation of historic resources, including those that are currently landmarked, and sites that are not yet officially designated.

CD43: Encourage both public and private stewardship of historic sites and structures.

CD44: Work cooperatively with other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.

CD45: Facilitate designation of historic landmark sites and structures to ensure that these resources will be recognized and preserved.

HOUSING

GOALS

Goal H I: Provide sufficient development capacity to accommodate the twenty year growth forecast and promote other goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment.

Goal H II: Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.

Goal H III: Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income.

Goal H IV: “Protect and connect” residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.

Goal H V: Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.

Goal H VI: Encourage and support a variety of housing opportunities for those with special needs, specifically older adults and people with disabilities.

Goal H VII: Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.

Goal H VIII: Implement recommendations outlined in the Comprehensive Housing Strategy.

Goal H IX: Develop and employ strategies specifically intended to attract families with young children in order to support the school system.

POLICIES

Facilitate Provision of a Variety of Housing Choices

H1: Encourage a variety of residential design alternatives that increase housing choice.

- H2:** Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.
- H3:** Encourage infill development on vacant or underutilized sites.
- H4:** Consider housing cost and supply implications of proposed regulations and procedures.
- H5:** Promote working partnerships with public and private groups to plan and develop a range of housing choices.
- H6:** Consider regulations that would allow cottage housing in residential areas, and revise the Development Code to allow and create standards for a wider variety of housing styles.

Promote Affordable Housing Opportunities

- H7:** Create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible.
- H8:** Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.
- H9:** Explore the feasibility of creating a City housing trust fund for development of low income housing.

- H10:** Explore all available options for financing affordable housing, including private foundations and federal, state, and local programs, and assist local organizations with obtaining funding when appropriate.
- H11:** Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.
- H12:** Encourage that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.
- H13:** Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.
- H14:** Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.
- H15:** Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low and moderate income households.
- H16:** Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals.

- H17:** Advocate for regional and state initiatives to increase funding for housing affordability.
- H18:** Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.
- H19:** Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.
- H20:** Pursue public-private partnerships to preserve existing affordable housing stock and develop additional units.

Maintain and Enhance Neighborhood Quality

- H21:** Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.
- H22:** Continue to provide financial assistance to low-income residents for maintaining or repairing health and safety features of their homes through a housing rehabilitation program.
- H23:** Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities.
- H24:** Explore the feasibility of implementing alternative neighborhood design concepts into the City's regulations.

Address Special Housing Needs

- H25:** Encourage, assist, and support social and health service organizations that offer housing programs for targeted populations.
- H26:** Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs, such as those fleeing domestic violence, throughout the city and region.
- H27:** Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.
- H28:** Improve coordination among the County and other jurisdictions, housing and service providers, and funders to identify, promote, and implement local and regional strategies that increase housing opportunities.
- H29:** Support the development of public and private, short-term and long-term housing and services for Shoreline's population of people who are homeless.

Participate in Regional Housing Initiatives

- H30:** Collaborate with King and Snohomish Counties, other neighboring jurisdictions, and the King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable housing opportunities, and coordinate funding.

- H31:** Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.
- H32:** Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.
- H33:** Support and encourage legislation at the county, state, and federal levels that would promote the City's housing goals and policies.

TRANSPORTATION

GOALS

- Goal T I:** Maintain the transportation infrastructure so that it is safe and functional.
- Goal T II:** Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.
- Goal T III:** Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.
- Goal T IV:** Work with transit providers and regional partners to develop and implement an efficient and

effective multimodal transportation system to address overall mobility and accessibility, and which maximizes the people carrying capacity of the surface transportation system.

- Goal T V:** Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.
- Goal T VI:** Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.
- Goal T VII:** Develop a transportation system that enhances the delivery and transport of goods and services.
- Goal T VIII:** Coordinate the implementation and development of Shoreline's transportation system with neighboring transit systems and regional partners.
- Goal T IX:** Support and encourage increased transit coverage and service to connect local and regional destinations to improve mobility options for all Shoreline residents.
- Goal T X:** Secure reliable funding to ensure continuous maintenance and improvement of the transportation system.

POLICIES**Sustainability and Quality of Life**

- T1:** Work with the community and regional partners to create standards for development of the Light Rail Station Special Study Areas identified in the Land Use Map (Figure LU-1) and to implement Light Rail Framework Goals, which became LU23-LU46.
- T2:** Place a higher priority on pedestrian, bicycle, and automobile safety than vehicle capacity improvements at intersections.
- T3:** Reduce the impact of the city's transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.
- T4:** Enhance neighborhood safety and livability. Use engineering, enforcement, and educational tools to improve traffic safety on city roadways.
- T5:** Communicate with and involve residents and businesses in the development and implementation of transportation projects.
- T6:** Support and promote opportunities and programs so residents have options to travel throughout Shoreline and the region using modes other than single-occupancy vehicles.

- T7:** Implement the City's Commute Trip Reduction Plan.
- T8:** In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, right of way use by all users.
- T9:** Develop a comprehensive, detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts.
- T10:** Use Low Impact Development techniques or other elements of complete or green streets, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right of way through partnerships with public and private property owners.
- T11:** Site, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts to the extent feasible.
- T12:** Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and preservation of transportation resources.
- T13:** Direct service and delivery trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and efficiently, while minimizing impacts to neighborhoods.

- T14:** Implement a strategy for regional coordination that includes the following activities:
- Identify important transportation improvements in Shoreline that involve other agencies. These may include improvements that will help keep traffic on I-5 and off of Shoreline streets, such as changes to on-ramp metering and construction of a southbound collector-distributor lane from NE 205th Street to NE 145th Street;
 - Remain involved in federal, state, regional, and county budget and appropriations processes;
 - Participate in regional and county planning processes that will affect the City's strategic interests;
 - Form strategic alliances with potential partners, such as adjacent jurisdictions or like-minded agencies;
 - Develop legislative agendas, and meet with federal and state representatives who can help fund key projects;
 - Develop a regional legislative agenda and meet with area representatives from the Puget Sound Regional Council, Sound Transit, and King County Council; and
 - Develop partnerships with the local business community to advocate at the federal, state, and regional level for common interests.

- T15:** Balance the necessity for motor vehicle access to and from new development with the need to minimize traffic impacts to existing neighborhoods.
- T16:** Design and development standards that are adopted to minimize the negative traffic impacts of new development should also take into consideration the needs of the new residents that will occupy the buildings.
- T17:** Maintain the existing street grid network to maximize multimodal connectivity throughout the city. Utilize mechanisms that are appropriate for different street classifications to address increased traffic volumes and speeds.

Bicycle System

- T18:** Implement the Bicycle System Plan included in the City's Transportation Master Plan (TMP). Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit, and are easily accessible. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years.
- T19:** Develop standards for creation of bicycle facilities.
- T20:** Educate residents about bicycle safety, health benefits of bicycling, and options for bicycling in the city. This program should include coordination or partnering with outside agencies.

Pedestrian System

- T21:** Implement the Pedestrian System Plan included in the City's TMP through a combination of public and private investments.
- T22:** When identifying transportation improvements, prioritize construction of sidewalks, walkways, and trails. Pedestrian facilities should connect to destinations, access transit, and be accessible by all.
- T23:** Design crossings that are appropriately located, and provide safety and convenience for pedestrians.
- T24:** Develop flexible sidewalk standards to fit a range of locations, needs, and costs.
- T25:** Develop a public outreach program to inform residents about options for walking in the city, and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies.

Transit System

- T26:** Make transit a more convenient, appealing, and viable option for all trips through implementation of the Shoreline Transit Plans included in the City's TMP.
- T27:** Monitor the level and quality of transit service in the city, and advocate for improvements as appropriate.

- T28:** Encourage development that is supportive of transit, and advocate for expansion and addition of new routes in areas with transit supportive densities and uses.
- T29:** Encourage transit providers to expand service on existing transit routes, in accordance with adopted transit agency service guidelines.
- T30:** Work with transportation providers to develop a safe, efficient, and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.
- T31:** Work with Metro Transit and the City of Seattle to implement "RapidRide" Bus Rapid Transit (BRT) service on the Aurora Avenue N corridor, and operate it as a convenient, appealing option for people who live or work in Shoreline, and those that want to visit.
- T32:** Work with transit agencies to improve east-west service across the city, and service from Shoreline to the University of Washington.
- T33:** Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service.
- T34:** Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, King County Metro Transit, the City of Seattle, and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas

surrounding the future Link Light Rail stations. (See LU23 through LU46 for additional light rail station study area policies.)

- T35:** Work with King County Metro Transit and/or Sound Transit to develop a plan for bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate.
- T36:** Support and encourage the development of additional high-capacity transit service in Shoreline.
- T37:** Continue to install and support the installation of transit supportive infrastructure.
- T38:** Work with Metro Transit, Sound Transit, and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and park and ride lots throughout the city.
- T39:** Implement traffic mitigation measures at Light Rail Station Areas.
- T40:** Promote livable neighborhoods around the light rail stations through land use patterns, transit service, and transportation access.

Master Street Plan

- T41:** Design City transportation facilities with a primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles,

and walking, with vehicle parking identified as a secondary use.

- T42:** Implement the standards outlined in the Master Street Plan for development of the city's roadways.
- T43:** Frontage improvements shall support the adjacent land uses, and fit the character of the areas in which they are located.

Concurrency and Level of Service

- T44:** Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better.

These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

T45: The following levels of service are the desired frequency of transit service in the city:

- Headways on all-day service routes should be no less than thirty minutes, including weekends and evenings (strive for ten minute or less headways during the day on these routes).
- Headways on peak-only routes should be no more than twenty minutes (strive for fifteen minute or less headways on these routes).

Transportation Improvements

T46: Projects should be scheduled, designed, and constructed with the following criteria taken into consideration:

- Greatest benefit and service to as many people as possible;
- Ability to be flexible and respond to a variety of needs and changes;
- Coordination with other City projects to minimize costs and disruptions;
- Ability to partner with private development and other agencies to leverage funding from outside sources; and
- Flexibility in the implementation of projects when funding sources or opportunities arise.

T47: Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the city.

T48: Pursue corridor studies on key corridors to determine improvements that address safety, capacity, and mobility, and support adjacent land uses.

T49: Expand the city's pedestrian network. Prioritize projects shown on the Pedestrian System Plan included in the TMP using the following criteria:

- Ability to be combined with other capital projects or leverage other funding;
- Proximity to a school or park;

- Located on an arterial;
- Located in an activity center, such as Town Center, North City, Ballinger, or connects to Aurora Avenue N;
- Connects to an existing walkway or the Interurban Trail;
- Connects to transit; and/or
- Links major destinations such as neighborhood businesses, high density housing, schools, and recreation facilities.

T50: Prioritize projects that complete the city's bicycle networks, as shown on the Bicycle System Plan included in the TMP, using the following criteria:

- Connects to the Interurban Trail;
- Completes a portion of the routes connecting the Interurban and Burke Gilman Trails;
- Provides access to bus rapid transit or light rail;
- Connects to existing facilities;
- Connects to high-density housing, commercial areas, or public facilities;
- Connects to a regional route, or existing or planned facilities in a neighboring jurisdiction

- Links to a school or park; and/or
- Able to be combined with other capital projects or leverage other funding.

T52: Continue to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study of 145th Street that would result in a plan for the corridor to improve safety, efficiency, and modality for all users.

Funding

T53: Aggressively seek grant opportunities to implement the City's TMP, and work to ensure that Shoreline receives regional and federal funding for its high- priority projects.

T54: Support efforts at the state and federal level to increase funding for the transportation system.

T55: Identify and secure funding sources for transportation projects, including bicycle and pedestrian projects.

T56: Develop and implement a citywide transportation impact fee program to fund growth related transportation improvements, and when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts.

T57: Provide funding for maintenance, preservation, and safety.

ECONOMIC DEVELOPMENT**GOALS**

- Goal ED I:** Maintain and improve the quality of life in the community by:
- Increasing employment opportunities and the job base;
 - Supporting businesses that provide goods and services to local and regional populations;
 - Reducing reliance on residential property tax to fund City operations and capital improvements;
 - Providing quality public services;
 - Complementing community character; and
 - Maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.
- Goal ED II:** Promote retail and office activity to diversify sources of revenue, and expand the employment base.

- Goal ED III:** Facilitate private sector economic development through partnerships and coordinating funding opportunities.
- Goal ED IV:** Promote and sponsor improvements and events throughout Shoreline that attract investment.
- Goal ED V:** Grow revenue sources that support City programs, services, and infrastructure.
- Goal ED VI:** Support employers and new businesses that create more and better jobs.
- Goal ED VII:** Encourage multi-story buildings for efficient land use.
- Goal ED VIII:** Promote and support vibrant activities and businesses that grow the local economy.
- Goal ED IX:** Incorporate environmental quality and social equity into economic development as part of a triple-bottom-line approach to sustainability.

POLICIES**Quality Of Life**

- ED1:** Improve economic vitality by:
- Promoting existing businesses;
 - Recruiting new businesses;

<ul style="list-style-type: none"> • Assisting businesses to create strategies and action plans through the Small Business Accelerator Program; • Encouraging increased housing density around commercial districts, especially those served by high-capacity rapid transit, to expand customer base; and • Developing design guidelines to enhance commercial areas with pedestrian amenities, and “protect and connect” adjacent residential areas. 	
<p>ED2: Promote non-motorized connections between commercial businesses, services, and residential neighborhoods.</p>	
<p>ED3: Encourage and support home-based businesses in the city, provided that signage, parking, storage, and noise levels are compatible with neighborhoods.</p>	
<p>ED4: Use incentives and development flexibility to encourage quality development.</p>	<p>ED7: Enhance existing neighborhood shopping and community nodes to support increased commercial activity, neighborhood identity, and walkability.</p>
<p>ED5: Attract a diverse population, including artists and innovators. Attract families with young children to support schools. Identify other targeted populations that contribute to a vibrant, multi-generational community.</p>	<p>ED8: Explore whether creating an “Aurora Neighborhood” as a fifteenth neighborhood in Shoreline would allow the City to better serve citizens, and to capitalize on its infrastructure investment.</p>
<p>ED6: Work to reinvigorate economically blighted areas in Shoreline by establishing Community Renewal Areas with associated renewal plans.</p>	<p>ED9: Promote land use and urban design that allows for smart growth and dense nodes of transit-supportive commercial activity to promote a self-sustaining local economy.</p>
	<p>ED10: Coordinate with local community and technical colleges, and other institutions of higher learning, including the University of Washington, to train a workforce that is prepared for emerging jobs markets.</p>
	<p>ED11: Diversify and expand the city’s job base, with a focus on attracting living-wage jobs, to allow people to work and shop in the community.</p>
	<p>ED12: Revitalize commercial business districts, and encourage high-density mixed-use in these areas.</p>
	<p>ED13: Support and retain small businesses, and create an environment where new businesses can flourish.</p>
	<p>ED14: Encourage a mix of businesses that complement each other, and provide variety to the community to create activity and economic momentum.</p>

ED15: Direct capital improvements to key areas to promote the city's image, create a sense of place, and grow and attract businesses.

ED16: Actively work with other jurisdictions, educational institutions, agencies, economic development organizations, and local business associations to stimulate business retention, and implement interlocal and regional strategies.

ED17: Provide fast, predictable, and customer service-oriented permitting processes for commercial improvements, expansions, and developments.

ED18: Use and/or conduct market research as needed to guide the City's economic development strategies and to assist businesses.

ED19: Coordinate and initiate financial assistance for businesses, when appropriate, using county, state, and federal program funds, facility grants, loans, and revolving loan funds.

ED20: Encourage businesses to plan for shared parking when redeveloping commercial areas in order to provide adequate (but not excessive) parking. Other considerations in design of mixed-use or multi-tenant parking areas should include opportunities for interconnectivity and shared space, number and placement of curb cuts, and routes for ingress/egress.

ED21: Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.

ED22: Provide incentives for land uses that enhance the city's vitality through a variety of regulatory and financial strategies.

ED23: Encourage the redevelopment of key and/or underused parcels through incentives and public/private partnerships.

ED24: Attract and promote clean, green industry within the city.

ED25: Develop regulations for food carts, which allow for incubator businesses while respecting established local restaurants, including temporary use for events.

Placemaking

ED26: Consider establishing specific districts, such as cultural, entertainment, or ecological districts.

ED27: Develop a vision and strategies for creating dense mixed-use nodes anchored by Aurora's retail centers, including how to complement, support, and connect them with mid-rise residential, office, and destination retail buildings.

ED28: Practice the activities of placemaking:

- Create unique cachet, or distinctive character;

- Build infrastructure;
- Collaborate;
- Assist businesses that serve the community; and
- Hone legislation.

ED29: Reinvent Aurora Square to help catalyze a master-planned, sustainable lifestyle destination.

ED30: Unlock the Fircrest excess property to create living-wage jobs while respecting and complementing its existing function as a facility for people with disabilities.

ED31: Plan the Light Rail Station Areas to create connectivity for appropriate growth.

ED32: Foster on-going placemaking projects:

- Revitalize development areas in:
 - o Town Center
 - o Echo Lake
 - o North City
 - o Richmond Beach
 - o Ridgecrest/Briarcrest
 - o Ballinger
- Attract mid-sized businesses;
- Support farmers market;
- Expand events and festivals;

- Surplus institutional property; and
- Support educational institutions.

NATURAL ENVIRONMENT

GOALS

Goal NE I: Minimize adverse impacts on the natural environment through leadership, policy, and regulation, and address impacts of past practices where feasible.

Goal NE II: Lead and support efforts to protect and improve the natural environment, protect and preserve environmentally critical areas, minimize pollution, and reduce waste of energy and materials.

Goal NE III: Regulate land disturbances and development to conserve soil resources and protect people, property, and the environment from geologic hazards, such as steep slope, landslide, seismic, flood, or erosion hazard areas.

Goal NE IV: Protect, enhance, and restore habitat of sufficient diversity and abundance to sustain indigenous fish and wildlife populations.

Goal NE V: Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, and promotion of

efficient and effective solutions for transportation, clean industries, and development.

- Goal NE VI:** Manage the stormwater system through the preservation of natural systems and structural solutions in order to:
- Protect water quality;
 - Provide for public safety and services;
 - Preserve and enhance fish and wildlife habitat, and critical areas;
 - Maintain a hydrologic balance; and
 - Prevent property damage from flooding and erosion.
- Goal NE VII:** Continue to require that natural and on-site solutions, such as infiltration and rain gardens, be proven infeasible before considering engineered solutions, such as detention.
- Goal NE VIII:** Preserve, protect, and where feasible, restore wetlands, shorelines, and streams for wildlife, appropriate human use, and the maintenance of hydrological and ecological processes.

Goal NE IX: Use education and outreach to increase understanding, stewardship, and protection of the natural environment.

Goal NE X: Maintain and improve the city's tree canopy.

POLICIES

General

- NE1:** Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.
- NE2:** Preserve environmental quality by taking into account the land's suitability for development, and directing intense development away from critical areas.
- NE3:** Balance the conditional right of private property owners to develop and alter their land with protection of native vegetation and critical areas.
- NE4:** Conduct all City operations to minimize adverse environmental impacts by reducing consumption and waste of energy and materials; minimizing use of toxic and polluting substances; reusing, reducing, and recycling; and disposing of all waste in a safe and responsible manner.
- NE5:** Support, promote, and lead public education and involvement programs to raise awareness about

environmental issues; motivate individuals, businesses, and community organizations to protect the environment; and provide opportunities for the community and visitors to practice stewardship, and enjoy Shoreline's unique environmental features.

- NE6:** Provide incentives for site development that minimizes environmental impacts.
- NE7:** Coordinate with other governmental agencies, adjacent communities, and non-profit organizations to protect and enhance the environment.
- NE8:** Continue to identify and map the location of all critical areas and buffers located within Shoreline. If there is a conflict between the mapped location and field information collected during project review, field information that is verified by the City shall govern.
- NE9:** Environmentally critical areas may be designated as open space, and should be conserved and protected from loss or degradation wherever feasible.
- NE10:** Remove regulatory barriers and create incentives to encourage the use of sustainable building methods and materials (such as those specified under certification systems like LEED, Built Green, Salmon-Safe, and Living Building Challenge) that may reduce impacts on the built and natural environment.

Geological and Flood Hazard Areas

- NE11:** Mitigate drainage, erosion, siltation, and landslide impacts, while encouraging native vegetation.
- NE12:** Seek to minimize risks to people and property in hazard areas through education and regulation.
- NE13:** Research information available on tsunami hazards and map the tsunami hazard areas located in Shoreline. Consider the creation of development standards and emergency response plans for tsunami hazard areas to minimize tsunami-related impacts.
- NE14:** Inform landowners about site development, drainage, and yard maintenance practices that affect slope stability and water quality.
- NE15:** Develop technical resources for better understanding of overall hydrology, and utilize innovative approaches to resolve long-standing flooding issues.
- NE16:** Prioritize the resolution of flooding problems based on public safety risk, property damage, and flooding frequency.
- NE17:** Promote public education and encourage preparation in areas that are potentially susceptible to geological and flood hazards.

Vegetation Protection

- NE18:** Develop educational materials, incentives, policies, and regulations to conserve native vegetation on public and private land for wildlife habitat, erosion control, and human enjoyment. The City should establish regulations to protect mature trees and other native vegetation from the adverse impacts of residential and commercial development, including short-plat development.
- NE19:** Minimize removal of healthy trees, and encourage planting of native species in appropriate locations.
- NE20:** Minimize clearing and grading if development is allowed in an environmentally critical area or critical area buffer.
- NE21:** Identify and protect wildlife corridors prior to, during, and after land development through public education, incentives, regulation, and code enforcement.
- NE22:** Encourage the use of native and low-maintenance vegetation.

Wetlands and Habitat Protection

- NE23:** Participate in regional species protection efforts, including salmon habitat enhancement and restoration.
- NE24:** Preserve critical wildlife habitat, including those identified as priority species or priority habitats by the Washington Department of Fish and Wildlife, through regulation, acquisition, incentives, and other techniques.

Habitats and species of local importance will also be protected in this manner.

- NE25:** Strive to achieve a level of no net loss of wetlands function, area, and value within each drainage basin.
- NE26:** Restore existing degraded wetlands where feasible.
- NE27:** Focus on wetland and habitat restoration efforts that will result in the greatest benefit for areas identified by the City as priority for restoration.

Streams and Water Resources

- NE28:** Support and promote basin stewardship programs to prevent adverse surface water impacts, and to identify opportunities for watershed improvements.
- NE29:** Stream alterations, other than habitat improvement should only occur when it is the only means feasible, and should be the minimum necessary.
- NE30:** Identify and prioritize potential stream enhancement projects through surface water basin planning and its public participation process. Enhancement efforts may include daylighting of streams that have been diverted into underground pipes or culverts, removal of anadromous fish barriers, or other options to restore aquatic environments to a natural state.
- NE31:** Work with citizen volunteers, state and federal agencies, and Indian tribes to identify, prioritize, and eliminate

physical barriers and other impediments to anadromous fish spawning and rearing habitat.

NE32: Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies that help regulate surface flows and recharge groundwater.

NE33: Conserve and protect groundwater resources.

NE34: Provide additional public access to Shoreline's natural features, including the Puget Sound shoreline. The City will attempt to reach community and neighborhood agreement on any proposal to improve access to natural features where the proposal has the potential to negatively impact private property owners.

NE35: Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies.

Clean Air and Climate Protection

NE36: Support federal, state, and regional policies intended to protect clean air in Shoreline and the Puget Sound Basin.

NE37: Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

NE38: Reduce the amount of air-borne particulates through continuation and possible expansion of the street-

sweeping program, dust abatement on construction sites, education to reduce burning of solid and yard waste, and other methods that address particulate sources.

NE39: Support and implement the Mayor's Climate Protection Agreement, climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

Sustainability

NE40: Establish policy decisions and priorities considering long-term impacts on natural and human environments.

NE41: Lead by example and encourage other community stakeholders to commit to sustainability. Design our programs, policies, facilities, and practices as models to be emulated.

NE42: Recognize that a sustainable community requires and supports economic development, human health, and social benefit. Make decisions using the "triple bottom line" approach to sustainability (environment, economy, and social equity).

NE43: Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as catalyst and facilitator for partnerships to leverage change in the broader community.

NE44: Apply adaptive management techniques and clearly communicate findings to the Shoreline community: individuals, businesses, non-profits, utilities, and City decision-makers. Use analytical and monitoring tools with performance targets to evaluate investments.

NE45: Design natural infrastructure into projects whenever feasible to mimic ecological processes.

NE46: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through new and existing programs, such as the Backyard Wildlife Habitat stewardship certification program.

PARKS, RECREATION, AND OPEN SPACE

GOALS

- Goal PR I:** Preserve, enhance, maintain, and acquire built and natural facilities to ensure quality opportunities exist.
- Goal PR II:** Provide community-based recreational and cultural programs that are diverse and affordable.
- Goal PR III:** Meet the parks, recreation, and cultural service needs of the community by equitably distributing resources.
- Goal PR IV:** Establish and strengthen partnerships with other public agencies, non-governmental organizations,

volunteers, and City departments to maximize the public use of all community resources.

Goal PR V: Engage the community in park, recreation, and cultural services decisions and activities.

POLICIES

- PR1:** Preserve, protect, and enhance the city's natural, cultural, and historical resources; encourage restoration, education, and stewardship.
- PR2:** Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.
- PR3:** Maintain current facilities, and plan, develop, and acquire assets as the need is identified.
- PR4:** Maintain environmentally sustainable facilities that reduce waste, protect ecosystems, and address impacts of past practices.
- PR5:** Create efficiencies and reduce maintenance costs by using contracted services and volunteers where feasible.
- PR6:** Maintain safe, attractive facilities using efficient and environmentally sustainable practices.
- PR7:** Encourage a variety of transportation options that provide better connectivity to recreation and cultural facilities.

- PR8:** Improve accessibility and usability of existing facilities
- PR9:** Provide and enhance recreational and cultural programs to serve all ages, abilities, and interests.
- PR10:** Provide affordable programs and offer financial support for those who qualify.
- PR11:** Create programs to support and encourage an active and healthy lifestyle.
- PR12:** Determine the community's needs by conducting need assessments.
- PR13:** Adjust program and facility offerings to align with demographic trends and needs assessment findings.
- PR14:** Equitably distribute facilities and program offerings based on identified needs.
- PR15:** Collaborate with and support partners to strengthen communitywide facilities and programs.
- PR16:** Seek partners in the planning, enhancement, and maintenance of facilities and programs.
- PR17:** Develop mechanisms for public outreach, communication, and coordination among partners.
- PR18:** Encourage consistent and effective public involvement in short- and long-range park planning processes.

PR19: Provide public relations and publicity efforts to inform citizens of communitywide opportunities.

PR20: Create volunteer opportunities to encourage citizen involvement and participation.

CAPITAL FACILITIES

GOALS

Goal CF I:

Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines. To support Goal CF I:

- Acquire Seattle Public Utilities (SPU) water system in Shoreline;
- As outlined in the 2002 Interlocal Operating Agreement, complete the assumption of the Ronald Wastewater District; and prepare for the expiration of the Shoreline Water District franchise (scheduled for 2027) by evaluating the possibility of assumption and consolidation with the City's water system acquired from the City of Seattle (SPU), among other options.

Goal CF II:

Ensure that capital facilities and public services necessary to support existing and new development are available, concurrent with locally adopted levels of service and in accordance with Washington State Law.

Goal CF III:

Provide continuous, reliable, and cost-effective capital facilities and public services in the city and its Urban Growth Area in a phased, efficient manner, reflecting the sequence of development as described in other elements of the Comprehensive Plan.

Goal CF IV:

Enhance the quality of life in Shoreline through the planned provision of capital facilities and public services that are provided either directly by the City or through coordination with other public and private entities.

Goal CF V:

Facilitate, support, and/or provide citywide utility services that are:

- Consistent, reliable, and equitable;
- Technologically innovative, environmentally sensitive, and energy efficient;
- Sited with consideration for location and aesthetics; and
- Financially sustainable.

Goal CF VI:

Maintain and enhance capital facilities that will create a positive economic climate, and ensure adequate capacity to move people, goods, and information.

POLICIES**General**

- CF1:** The City's 6-year Capital Improvement Plan (CIP) shall serve as the short-term budgetary process for implementing the long-term Capital Facility Plan (CFP). Project priorities and funding allocations incorporated in the CIP shall be consistent with the long-term CFP.
- CF2:** Obtain and maintain an inventory that includes locations and capacities of existing City-managed and non-City-managed capital facilities.
- CF3:** Review capital facility inventory findings and identify future needs regarding improvements and space, based on adopted levels of service standards and forecasted growth, in accordance with this Plan and its established land uses.
- CF4:** Coordinate with public entities that provide services within the City's planning area in development of consistent service standards.
- CF5:** Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential in areas zoned for commercial and mixed-use.
- CF6:** Ensure appropriate mitigation for both the community and adjacent areas if Shoreline is selected as a site for a

regional capital facility, or is otherwise impacted by a regional facility's expansion, development, or operation.

Financing and Funding Priorities

CF7: Work with service providers to ensure that their individual plans have funding policies that are compatible with this element.

CF8: Capital Facility improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.

CF9: Improvements necessary to provide critical City services such as police, surface water, and transportation at designated service levels concurrent with growth shall have funding priority for City funds over improvements that are needed to provide capital facilities.

CF10: Consider all available funding and financing mechanisms, such as utility rates, bonds, impacts fees, grants, and local improvement districts for funding capital facilities.

CF11: Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, stormwater, parks, and other public services. Assign greater funding priority to those projects that provide a higher net benefit and provide multiple functions to the community over projects that provide single or fewer functions.

CF12: Utilize financing options that best facilitate implementation of the CIP in a financially prudent manner.

Mitigation and Efficiency

CF13: Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

CF14: Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, and minimize disruption to the community.

CF15: Through site selection and design, seek opportunities to minimize the impact of capital facilities on the environment, and whenever possible, include enhancements to the natural environment.

CF16: Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater, and surface water systems, and promote conservation or improvement of natural systems.

CF17: Encourage the use of ecologically sound site design in ways that enhance provision of utility services.

CF18: Support local efforts to minimize inflow and infiltration, and reduce excessive discharge of surface water into wastewater systems.

Coordination and Public Involvement

- CF19:** Provide opportunities for public participation in the development or improvement of capital facilities.
- CF20:** Solicit and encourage citizen input in evaluating whether the City should seek to fund large communitywide capital facility improvements through voter-approved bonds.
- CF21:** Work with non-City service providers to make capital facility improvements where deficiencies in infrastructure and services have been identified.
- CF22:** Actively work with providers to address deficiencies that pose a threat to public safety or health, or impediments to meeting identified service levels.
- CF23:** Critically review updated capital facility plans prepared by special districts or other external service providers for consistency with the Land Use and Capital Facilities Elements of this Plan, and identify opportunities for:
- Co-location of facilities;
 - Service enhancements and coordination with City facilities and services;
 - Development of public and environmental enhancements; and
 - Reductions to overall public costs for capital improvements.

- CF24:** Track technological innovations to take advantage of opportunities to enhance services or create new utilities.

Levels of Service

- CF25:** Evaluate and establish designated levels of service to meet the needs of existing and anticipated development.
- CF26:** Plan accordingly so that capital facility improvements needed to meet established level of service standards can be provided by the City or the responsible service providers.
- CF27:** Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.
- CF28:** Resolve conflicts between level of service standards, capital improvement plans, and service strategies for interrelated service providers.
- CF29:** Encourage the adequate provision of the full range of services, such as parks, schools, municipal facilities, solid waste, telecommunications, and emergency services for new development, at service levels that are consistent throughout the city.
- CF30:** Work with all outside service providers to determine their ability to continue to meet service standards over the 20-year timeframe of the Comprehensive Plan.

CF31: The City establishes the following levels of service as the minimum thresholds necessary to adequately serve development, as well as the minimum thresholds to which the City will strive to provide for existing development (see next page for table).

CF32: The City establishes the following targets to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services (see next page for table).

UTILITIES

GOALS

Goal U I: Facilitate, support, and/or provide citywide utility services that are:

- Consistent, reliable, and equitable;
- Technologically innovative, environmentally sensitive, and energy efficient;
- Sited with consideration for location and aesthetics; and financially sustainable.

Goal U II: Facilitate the provision of appropriate, reliable utility services, whether through City-owned and operated services, or other providers.

Goal U III: Acquire Seattle Public Utilities water system in Shoreline.

POLICIES

U1: Coordinate with utility providers to ensure that the utility services are provided at reasonable rates citywide, and that those services meet service levels identified or recommended in the Capital Facilities Element.

U2: Pursue alternative service provision options that may be more effective at providing services to our residents, including acquiring portions of the Seattle Public Utility water system, potential assumption of Ronald Wastewater District, and examining options with regard to the expiration of the Shoreline Water District franchise (scheduled for 2027).

U3: Encourage and assist the timely provision of the full range of utilities within Shoreline in order to serve existing businesses, including home businesses, and promote economic development.

U4: Support the timely expansion, maintenance, operation, and replacement of utility infrastructure in order to meet anticipated demand for growth identified in the Land Use Element.

Consistency and Coordination

U5: Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.

City-Managed Capital Facilities & Services/Policy CF 31 and CF 32

Type of Capital Facility or Service	Level of Service
Park Facilities	<p>Park Facility Classification and Service Areas:</p> <ul style="list-style-type: none"> • Regional Parks - Citywide • Large Urban Parks - Citywide • Community Parks - 1 ½ miles • Neighborhood Parks - ½ miles • Natural Areas - ½ miles • Special Use Facilities - Citywide • Street Beautification Areas – None <p>The adopted 2011-2017 Parks, Recreation, and Open Space (PROS) Plan provides an inventory of park facilities by classification and service area. The PROS Plan creates an “Amenity Driven Approach” establishing an interconnected relationship between park facilities within the overall park system. Chapter 4 of the PROS Plan analyzes the target level of service for each classification.</p>
Police	0.85 officers per 1,000 residents; and a response time of 5 minutes or less to all high priority calls, and within 30 minutes to all calls.
Transportation	As established by the Transportation Element, adopted Transportation Master Plan, and as provided in the Capital Facilities Supporting Analysis section.
Surface Water	Consistent with the level of service recommended in the most recently adopted Surface Water Master Plan.

Non-City Managed Capital Facilities & Services/Policy CF 31 and CF 32

Type of Capital Facility or Service	Level of Service
Water	Consistent with fire flow rates stated in the International Fire Code. Potable water as determined by the Washington State Department of Health.
Wastewater	Collection of peak wastewater discharge, including infiltration and inflow, resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards).
Schools	The City of Shoreline is wholly within the boundaries of the Shoreline School District. The City neither sets nor controls the level of service standards for area schools. The Shoreline School District is charged with ensuring there is adequate facility space and equipment to accommodate existing and projected student populations. The City coordinates land use planning with the school district to ensure there is adequate capacity in place or planned.

Mitigation and Efficiency

- U6:** Encourage the design, siting, construction, operation, and relocation or closure of all utility systems in a manner that:
- Is cost effective;
 - Minimizes and mitigates impacts on adjacent land uses;
 - Is environmentally sensitive; and
 - Is appropriate to the location and need.
- U7:** Encourage the co-location or joint use of trenches, conduits, or poles so that utilities may encourage expansion, maintenance, undergrounding, and upgrading facilities with the least amount of disruption to the community or of service delivery.

Solid Waste

- U8:** Monitor solid waste collection providers for adequacy of service and compliance with service contracts.
- U9:** Support recycling and waste reduction efforts throughout the community.

Electricity

- U10:** Where found to be safe and appropriate, promote recreational use of utility corridors, such as trails, sport courts, and similar facilities.
- U11:** Work with electric utility providers to limit trimming of trees and other vegetation to that which is necessary for the safety and maintenance of transmission facilities where feasible.
- U12:** Promote the undergrounding of new and existing electric distribution lines, where physically and financially feasible, as streets are improved and/or areas are redeveloped, based on coordination with local utilities.

Telecommunications

- U13:** Minimize impacts of telecommunication facilities and towers on the community.
- U14:** Promote the undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.
- U15:** Support the provision of high-quality cable and satellite service throughout the community.
- U16:** Promote opportunities for distance learning and telecommuting to implement economic development and

climate initiatives, such as encouraging more home-based businesses that provide jobs without increased traffic.

U17: Encourage and work with telecommunication providers to develop networks which employ technologies that increase interconnectivity between different networks.

U18: Work with utility companies and public institutions to develop a full range of community information services available to citizens and businesses through the telecommunication network.

Wireless Communications Facilities

U19: Facilitate access to reliable wireless communications services throughout the city, including increasing the service area on the western side of the city.

U20: Protect community aesthetics by planning for well-sited and well-designed wireless service facilities that fit unobtrusively with the environment.

U21: Manage the placement of all communication antennas, antenna support structures, buildings, and associated equipment to promote efficient service delivery and avoid unnecessary proliferation.

Natural Gas

U22: Coordinate with natural gas utilities for improvements and expansion throughout the community, and support

the eventual provision of full coverage of natural gas services.

2.5.7 Transportation Master Plan

The City of Shoreline Transportation Master Plan (TMP), which also functions as the Transportation Element of the City's Comprehensive Plan, was adopted in 2011 with amendments adopted in December 2012 and December 2013. Chapter 3 of the TMP, Sustainability and Quality of Life, references goals and policies along with management and implementation strategies to guide planning, design, and development of streets and transportation facilities in the city. The TMP cites specific goals and policies of the Comprehensive Plan (listed above) and encourages best practices in street design such as integration of green infrastructure and low impact development. The TMP also encourages the provision of complete streets that meet everyone's needs with facilities for all modes of transportation. Specific goals and policies cited in the TMP related to quality of life include:

- Comprehensive Plan Goal FG 13: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- Goal T I: Provide safe and friendly streets for Shoreline citizens.
- Goal T II: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility.

Maximize the people-carrying capacity of the surface transportation system.

- Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections.
- Policy T2: Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options.
- Policy T10: Transportation projects and facilities should be sited, designed and constructed to avoid or minimize negative environmental impacts to the extent feasible.

Implementation Strategies

- 10.1.** Minimize curb cuts (driveways) on arterial streets by combining driveways through the development review process and in implementing capital projects.
- 10.2** Implement the Transportation Master Plan that integrates the City's Complete Streets program. Promote adequate capacity on the roadways and intersections to provide access to homes and businesses.
- 10.3.** Coordinate transportation infrastructure design and placement to serve multiple public functions when

possible, i.e. integrate stormwater management, parks development and transportation facility design.

- 10.4.** Implement a coordinated signal system that is efficient and flexible depending on demand or time of day and responsive to all types of users, including transit riders, bicyclists and pedestrians.
- 10.5.** Require evaluation of the transportation impacts resulting from significant land use developments. Each development that requires a Transportation Impact Analysis should have project specific scoping that evaluates all transportation modes, including pedestrian, bicycle, and transit. A more specific impact analysis that includes activities such as pedestrian activity near schools or high traffic volumes outside of standard peak period travel times is required to address the unique transportation needs of some land uses.

Additional discussion about the TMP is provided in Section 3.3 of this FEIS.

2.5.8 Parks, Recreation, and Open Space (PROS) Master Plan

The PROS Master Plan, which also serves as the basis for the City's Comprehensive Plan Parks Element, was adopted July 25, 2011 and includes specific goals and policies that support:

- The preservation, enhancement, maintenance and acquisition of facilities

- Diverse, affordable community-based recreational, cultural and arts programs
- Equitable distribution of resources
- Partnerships that maximize the public use of all community resources
- Community engagement in parks, recreation and cultural service activities and decisions

The PROS plan vision is stated as: *Provide quality parks, recreation and cultural services to promote public health and safety; protect our natural environment; and enhance the quality of life of our community.*

Key goals and policies include the following.

GOAL 1 Preserve, enhance, maintain and acquire built and natural facilities to ensure quality opportunities exist.

Policy 1.1: Preserve, protect and enhance natural, cultural and historical resources, and encourage restoration, education and stewardship.

Policy 1.2: Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.

Policy 1.3: Maintain current facilities and plan, develop and acquire assets as the need is identified.

Policy 1.4: Maintain environmentally sustainable facilities that reduce waste, protect ecosystems and address impacts of best practices.

Policy 1.5: Create efficiencies and reduce maintenance costs by using contracted services and volunteers where feasible.

Policy 1.6: Maintain safe, attractive facilities using efficient and environmentally sustainable practices.

Policy 1.7: Encourage a variety of transportation options to provide better connectivity to recreation and cultural facilities.

Policy 1.8: Improve accessibility and usability of existing facilities.

GOAL 2 Provide community-based recreational and cultural programs that are diverse and affordable.

Policy 2.1: Provide and enhance recreational and cultural programs to serve all ages, abilities, and interests.

Policy 2.2: Provide affordable programs and offer financial support for those who qualify.

Policy 2.3: Create programs to support and encourage an active and healthy lifestyle.

GOAL 3 Meet the parks, recreation and cultural service needs of the community by equitably distributing resources.

Policy 3.1: Determine the community's need by conducting need assessments.

Policy 3.2: Adjust program and facility offerings to align with demographic trends and need assessment findings.

Policy 3.3: Equitably distribute facilities and program offerings based on need.

GOAL 4 Establish and strengthen partnerships and other public agencies, non-governmental organizations, volunteers and City departments to maximize public use of all community resources.

Policy 4.1: Collaborate with and support partners to strengthen community-wide facilities and programs.

Policy 4.2: Seek partners in the planning, enhancement and maintenance of facilities and programs.

Policy 4.3: Develop mechanisms for public outreach, communication and coordination among partners.

GOAL 5 Engage the community in park, recreation and cultural services decisions and activities.

Policy 5.1: Encourage consistent and effective public involvement in the short and long-range park planning process.

Policy 5.2: Provide public relations and publicity efforts to inform citizens of community-wide opportunities.

Policy 5.3: Create volunteer opportunities to encourage citizen involvement and participation.

2.5.9 Surface Water Master Plan

Originally adopted in 2005 and updated in 2011, the City of Shoreline Surface Water Master Plan (SWMP) goals are:

- To serve as a management plan (i.e., business plan) to more efficiently manage the capital and operational (including maintenance and NPDES permit compliance) programs of the Surface Water Utility for the next five years, at which time the basin plans should be completed.
- To incorporate sustainability components into the recommended programs, projects, and regulations, as part of the commitment to create an environmentally sustainable community within the Shoreline Environmental Sustainability Strategy.
- To evaluate Utility rates and project surface water management fees for the next five years to ensure the continued financial viability of the Utility.

Additional information pertaining to the SWMP is provided Section 3.4 of this FEIS.

2.5.10 Shoreline Climate Action Plan

The Shoreline Climate Action Plan was adopted in September 2013, building on the City's commitment to environmental sustainability. Environmental sustainability has been a core value in Shoreline since the City's incorporation in 1995, and Shoreline has become a regional and national leader in sustainability and climate protection, adopting bold policies and implementing

numerous ambitious projects in recent years. Climate Action Plan goals include:

1. Communicate to the community what the City has already done and quantify the benefits of those actions.
2. Establish specific GHG emissions reduction targets and make recommendations for additional City actions to help achieve them.
3. Inform the community about what residents and businesses can do to address climate change.

Ultimately, the Shoreline Climate Action Plan strives to provide the important steps that City officials and staff, as well as Shoreline residents and businesses, can take to reduce greenhouse gas emissions and protect our abundant northwest environment, as part of the global effort to address climate change.

2.5.11 Shoreline Environmental Sustainability Strategy

A precursor to the Climate Action Plan, the Environmental Sustainability Strategy, adopted in 2008, includes the following mission statement:

The City of Shoreline will exemplify and encourage sustainable practices in our operations and in our community by:

- Being stewards of our community's natural resources and environmental assets;

- Promoting development of a green infrastructure for the Shoreline community;
- Measurably reducing waste, energy and resource consumption, carbon emissions, and the use of toxics in City operations; and
- Providing tools and leadership to empower our community to work towards sustainable goals in their businesses and households.

The strategy conveys ten guiding principles:

1. Sustainability will be a key factor in policy development.
2. The City will lead by example and learn from others.
3. Environmental quality, economic vitality, human health, and social benefit are interrelated systems.
4. Community education, participation, and responsibility are key elements.
5. Commitment to continuous improvement—the City will apply adaptive management to its efforts and clearly communicate findings.
6. Manage expected growth in a sustainable way.
7. Address impacts of past practices.

8. Proactively manage and protect ecosystems.
9. Improve and expand waste reduction and resource conservation programs.
10. Energy solutions are key to reducing our carbon footprint.

2.5.12 Economic Development Strategic Plan

The Economic Development Strategic Plan guides economic development strategy for the period of 2012 through 2017. Through a collaborative process, the Economic Development Strategic Plan concluded that the goal of economic development in Shoreline is captured by the concept of “placemaking.” Through placemaking, projects can be accomplished that realize the following six guidelines for sustainable economic growth:

- Multiple areas—improvements and events throughout the city that attract investment
- Revenue—growing revenue sources that support City programs
- Jobs—employers and business starts that create more and better jobs
- Vertical growth—sustainable multi-story buildings that efficiently enhance neighborhoods
- Exports—vibrant activities and businesses that bring money into Shoreline

- Collaboration—broad-based partnerships that benefit all participants

The plan recognizes the light rail station subarea as an imminent and crucial opportunity for economic development.

Placemaking...

“turns a City from a place you can’t wait to get through into a place you never want to leave.” Fred Kent

2.5.13 Southeast Neighborhoods Subarea Plan

The Southeast Neighborhoods Subarea is bounded on the south by NE 145th Street, on the west near 15th Avenue NE, on the north by NE 155th and NE 150th Streets, and on the east by Bothell Way. The subarea is in the Briarcrest neighborhood, which is comprised predominately of single-family households, most of which were constructed after WWII.

The Southeast Neighborhoods Subarea Plan, an optional element of the City’s Comprehensive Plan, was adopted in May 2010, several years before the preferred location for the 145th Street light rail station was identified, but makes reference to a potential future light rail stop in the subarea. Updated land use designations were adopted in the subarea, allowing more

medium and high density residential as well as mixed use and community business.

When it was annexed, most of the subarea was not assigned Comprehensive Plan designations, but given the place-holder “Special Study Area.” The City of Shoreline worked with a Citizens Advisory Committee from July of 2008 until November of 2009 to create a vision and craft policy and zoning recommendations.

The plan is intended to provide direction through 2030 and recognizes that many changes are expected in that time period with implementation of the light rail station, progress in new transportation technologies, and changing preferences for housing, neighborhood design and amenities. A key objective will be retaining the character of the subarea and natural areas while accommodating these changes. While change may be inevitable, it can be channeled to provide amenities and improvements and prevented from negatively affecting the quality of life that is why people choose to live in this part of Shoreline.

Policies pertaining to Natural Environment; Land Use; Housing; Transportation; Parks, Recreation, and Open Space; Economic Development; and Community Design are relevant to the 145th Street Station Subarea Plan and are summarized below.

Natural Environment

***Goal:** To provide a healthy and flourishing natural environment for the benefit of both human and wildlife residents, utilizing innovative technology and conservation measures.*

The community identified a number of natural characteristics that enhanced the quality of life in the neighborhood and were highly valued. These included the extensive tree canopy, vegetative cover, and prevalent wildlife, notably the varied list of bird species. They also acknowledged other existing, natural conditions that could pose problems in the process of development or redevelopment. These included the high groundwater table, poor soil conditions, and infiltration rates that exist on some sites.

Policy Recommendations:

NE1: Create incentives to encourage the use of innovative methods of protecting natural resources (solar power for lighting outside space, green storm water conveyance systems, new recycling options).

NE2: Create incentives to encourage innovative strategies to enhance the natural environment on and around developed sites (green roof and green wall techniques, hedgerow buffers, contiguous green zones through neighborhoods, green storm water conveyance systems).

NE3: When redeveloping a site, encourage incorporation of measures that improve or complement the community’s natural assets such as its tree canopy, surface water elements, wildlife habitat, and open space.

NE4: Link green open spaces within subarea and then link them to those outside subarea to create trails.

NE5: Support creation of contiguous ecosystems, with attention to wildlife habitat, through development of a “green corridor,” as

a public/private partnership, including the area between Seattle's Jackson Park, Paramount Park, and Hamlin Park.

NE6: Protect and renew ("daylight") streams in the area.

NE7: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through existing programs such as the backyard wildlife habitat stewardship certification program.

NE8: Use green street designs in south Briarcrest to provide more green space for residents in that area and to link residents to an east-west trail that connects the area to other trails such as the Interurban Trail.

NE9: Develop technical resources for better understanding of overall hydrology, including the locations of covered streams in the subarea, and recommend actions and measures to address existing stormwater drainage problems.

NE10: Create incentives to plan all remodel and new development around substantial trees and groves of trees to preserve tree canopy.

NE11: Retain and establish new trees, open spaces, and green belts.

NE12: Use green buffers of specific buffer area to building height ratio between different land uses, especially where transition zoning is not possible.

Land Use

Goal: *To promote smart growth, enhancement of local businesses and amenities, connectivity and transition between uses, and compatibility between potential development and the established residential character of the neighborhoods.*

Because the Central Puget Sound region is a desirable place to live, its population is expected to grow over the next twenty years. Shoreline, due to its location and amenities, is likely to grow as well. In general, the plan preserves the single-family character of the neighborhoods. However, a major focus of the plan is to increase housing choice by encouraging styles of "appropriate" infill development, such as Accessory Dwelling Units and small houses on small lots, rather than zoning large areas for higher density. This way, growth is diffused throughout the area, has minimal visual impact on neighboring houses, and provides extra living space for extended families or rental income.

In addition to encouraging infill development, the subarea plan identifies a few areas where access to transit, business corridors, and park amenities would allow multifamily homes and create areas with commercial and residential uses. To create a transition between single family areas and mixed-use commercial areas, the plan provides for stepping down in zoning intensity from the areas designated for higher density or mixed-use to the single-family core of the neighborhood.

Policy Recommendations:

LU1: Promote the analysis of impacts to the full range of systems as part of the planning and development process.

LU2: Create incentives to use vegetated buffers between types of land use, in addition to transition zoning or open space.

LU3: Development, as defined in the Comprehensive Plan, should be approached from the perspective of innovative options for increasing density.

LU4: Establish policies and zoning to provide appropriate transitions between existing and proposed development and dissimilar land uses to minimize conflicts relating to solar access, noise, scale, etc.

LU5: Place highest-density housing (mixed-use) on transit lines or in already established commercial zones.

LU6: After updated regulations governing new development and redevelopment have been established, revisit the rules on a regularly scheduled basis for the purpose of enhancing the rules that work and eliminating those that don't work.

LU7: Consider establishing a neighborhood business zone that would be restricted to non-residential uses, or some other solution to the problem of retail development being overlooked when residential development on the site yields more profit.

LU8: Establish metrics, targets, baselines and a reporting timeframe to measure progress of social, economic and natural capital when evaluating Comprehensive Plan completeness.

LU9: As the housing market and transportation technologies evolve to support more options, establish zoning designations for

areas that may be appropriate for car-free zones or reduced parking standards.

LU10: Quality of life for current residents in the subarea should be considered in decision-making processes that involve new development in the community, even though decisions must also take into account overall land use goals and the economic needs of the City as a whole.

Housing

Goal: *To promote housing diversity, affordability and adaptability while respecting and maintaining the identified single-family character of the neighborhoods.*

Very few large tracts of raw land remain in the subarea, so most expected growth will occur as infill and/or redevelopment. Given that these options include a wide spectrum of styles and quality, how this housing would fit with the surrounding community posed one of the greatest challenges.

Through a visual preference survey, a number of infill development concepts were identified as having good potential for being compatible with the existing neighborhood character. These include: Accessory Dwelling Units (ADU), small houses on small lots, cluster development, duplexes on corner lots, etc. Again, it is important to note that these were identified prior to the light rail station subarea planning process, which has confirmed community interest in more multifamily housing choices (including affordable housing options) and mixed use transit-oriented development in the station subarea.

Policy Recommendations:

H1: Recognize and continue the area’s history of providing affordable yet diverse housing to a variety of residents across the income spectrum.

H2: New housing development that is added in the center of established neighborhoods of the SE Subarea should be consistent with neighborhood character. Lot size to structure ratios and the scale of building are important.

H3: Distribute low-income housing so that it is not all in one place in the neighborhood, prohibiting the development of large, low-income housing groups or units.

H4: Increase housing stock that attracts new residents by appealing to a diversity of buyers’ and renters’ interests, including:

- Energy efficiency
- Parking options
- Density/size/FAR
- Private/shared outdoor open space
- Affordable/quality/sustainable building materials and construction practices
- Multifamily/multi-generational/single family housing options
- Accessory Dwelling Units
- Adaptability

H5: Because existing housing tends to be more affordable than new construction, remodeling and refurbishing current stock should be encouraged over demolition and redevelopment.

H6: Review existing policies and City code on Accessory Dwelling Units and home businesses to promote low-impact density.

H7: Adopt regulations that would allow “cottage style” housing without compromising quality.

H8: Encourage “green” building through incentives, fees and /or tax policies.

H9: Encourage partnerships with non-profit affordable housing providers, land trusts, Community Development Corporations and other organizations whose mission involves increasing the stock of affordable housing.

Transportation

Goal: *To promote connectivity, safety, alternative transportation and walkability throughout the subarea’s roadways and trail systems.*

This subarea faces a number of problems similar to those of other neighborhoods. The Southeast Neighborhoods Subarea Plan focused on improvements to traffic safety, road treatments, and pedestrian and bicycle networks within the City’s boundaries and purview.

Policy Recommendations:

T1: Encourage “walkable” and “bikeable” neighborhoods and intra-area connections through incorporation of safe pedestrian and bicycle corridors.

T2: Retain, improve, and expand public transit.

T3: Increase local transit service to economic hubs and schools (in addition to service to downtown Seattle) that focuses on east/west connections.

T4: Improve automobile traffic flow on major arterial corridors to accommodate increased density.

T5: Implement traffic calming measures on priority local streets between 145th and 150th Streets, as well as other local roadways to improve safety and reduce cut through traffic.

T6: Work with neighbors to complete more “green street” type projects that will “complete” the street right of way and add pedestrian ways without adding curb-gutter and sidewalk.

T7: Add bus shelters at busy stops.

T8: As part of potential redevelopment of the commercial area on Bothell Way, address the east/west access issues to promote neighborhood connectivity to businesses, while protecting the residential neighborhood from cut-thru traffic.

T9: As part of the update of the Transportation Master Plan, also consider smaller, innovative solutions to reducing automobile dependence, such as circulator busses, carsharing, bike rentals, etc.

T10: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety,

efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

Note: Consistent with the policy above, the City adopted a Preferred Concept for the 145th Corridor Study in April 2016.

Parks, Recreation, and Open Space

Goal: *To preserve, protect and promote creation of public spaces that balance needs for human recreation, animal habitat, and natural vegetative growth.*

The subarea is adjacent to several of Shoreline’s parks, including Hamlin, South Woods, and Paramount Park and Open Space.

Policy Recommendations:

PR1: Support development of a trail/designated pathway connecting the Interurban Trail and the Burke-Gilman Trail with Paramount Park (upper and lower), Hamlin Park, South Woods, and Seattle’s Jackson Park.

PR2: Encourage development of sidewalks, footpaths, green streets, and signage on existing walkways near trail areas.

PR3: Use incentives to encourage development of more open/green space.

PR4: For larger-scale developments, establish a standard for proportional area of open space created or green space preserved.

PR5: Provide reasonable signage at main entrances to all parks.

Economic Development

Goal: *To promote development of businesses that serve needs of local residents, add to vibrancy and socially-oriented identity of neighborhoods, and provide jobs.*

The neighborhood supports opportunities for establishment of local gathering places and nodes of business activity where needed goods and services are located within walking distance, and could provide employment opportunities for local residents. It should be noted that the mixed use transit-oriented development proposed in the station subarea would support these opportunities.

Policy Recommendations:

ED1: Encourage the creation of community gathering places. Create nodes (indoor & outdoor) for gathering and social interaction.

ED2: Revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment, and employment.

ED3: Increase small-scale economic development (e.g., retail, office, service) that employs local people and complements residential character.

ED4: Inventory and promote the SE Subarea resources and opportunities, such as redevelopment at Shorecrest, Public Health Labs, and Fircrest.

ED5: Encourage community groups to define specific types of commercial, retail and professional businesses to best serve needs of subarea residents.

ED6: Encourage home-based business within the parameters of the residential zoning to bolster employment without adverse impact to neighborhood character.

ED7: Attract neighborhood businesses with support from the Economic Development Advisory Committee that could be sustained by the community.

ED8: Continue active participation from the City and the neighboring community in determining most beneficial uses, practices, and mitigation in long-term plans for Fircrest.

ED9: Encourage staff to identify potential Capital Improvement Projects that support the adopted subarea plan vision for business areas in the southeast neighborhoods.

ED10: Modify commercial zoning regulations to require that mixed-use buildings be designed to accommodate ground level commercial uses along arterial street frontages.

Community Design

Goal: To encourage well-planned design of systems and appropriate transitions between different uses so that positive

impacts of growth are realized and negative impacts may be minimized.

The community wished to maintain a reputation of supporting a diverse population base and providing some of the City's most affordable housing options. Another priority was to retain green and open space so that a variety of wild flora and fauna would also continue to live in the neighborhood. There was widespread support for a thriving business district and alternative forms of housing, as long as they were visually compatible with existing single-family homes. Concentrating on elements of design and transition and articulating standards could provide an effective method to bring the vision to fruition.

Policy Recommendations:

CD1: Development regulations applicable to the SE Subarea should be predictable and clear, written in a manner that reduces uncertainty for developers, City staff, and the community.

CD2: Development & Land Use designs and patterns should contribute to the vitality of the area as a whole, serving the broader community and immediately adjacent neighbors, using compatibility criteria and incentives to be determined.

CD3: Encourage planning of local "hubs" for provision of services and gathering places.

CD4: Support development of a plan to implement a network of "feeder" pathways/trails (may also be in the form of green streets) to connect neighborhoods to larger, city-wide walkways (such as a potential trail connecting Interurban, Hamlin, South

Woods and Burke-Gilman) and to encourage walkable neighborhoods.

CD5: Encourage redevelopment and revitalization of existing infrastructure (schools, businesses, single and multifamily structures) by providing incentives.

CD6: Community design should be pedestrian-oriented with incentives for development and redevelopment to open new or enhance existing pedestrian access and green spaces.

CD7: Establish rules and incentives that ensure developments are planned in ways that are consistent with the communities' vision of three-pronged sustainability (economic, environmental and social equity).

CD8: Establish density and zoning regulations and design review processes that are flexible enough to allow for creativity in design, but restrictive enough to ensure the protection of the community, especially the immediately adjacent neighbors.

CD9: Use medium- to low-density, multifamily units as transitional areas from high density residential or commercial properties to single-family homes.

CD12: Establish rules and incentives that ensure actions occur in a manner that is consistent with the community's vision, while still promoting and providing incentives for redevelopment.

CD14: Work with community groups, neighborhoods and outside experts to promote "community gardens" for production of food and recreation.

2.5.14 Aurora Square Community Renewal Area Planned Action

The City of Shoreline has developed a plan for the Aurora Square Community Renewal Area, which is a shopping district built in the 1960s at the crossroads of Aurora Avenue N and N 155th Street. Although this area is outside the subarea, it is within the retail service area of existing and future residents of the subarea. The 70-acre site was designated as a Community Renewal Area (CRA) by Shoreline City Council, recognizing that economic renewal would deliver multifaceted public benefits. A Renewal Plan for the CRA was developed in 2013 and calls for several key actions as part of redevelopment and revitalization of the area. The key opportunity related to the station subarea is proximity and access to the shopping center (in its current form as well as to potential future new uses there) via N-NE 155th Street.

Public amenities and infrastructure redevelopment at Aurora Square could be resources for future station subarea residents. For example, a grand public space is envisioned with redevelopment of the shopping center, which could become an important destination for subarea residents. Also the CRA plan calls for implementation of district energy and eco-district solutions. Infrastructure in N-NE 145th Street and/or N-NE 155th Street built for district energy conveyance could possibly be designed to extend to future customers in the station subarea. Good multimodal connections between Aurora Square and the station subarea will be important as planning, design, and implementation of redevelopment projects proceed. More information about the plan can be found at: <http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.

2.5.15 Development Regulations

The City manages development through provisions of the Shoreline Municipal Code (SMC) and Title 20 of the SMC, the Development Code. Applicable sections of the code include the following.

Shoreline Municipal Code Provisions

The Shoreline Municipal Code is a continuously evolving document made up of ordinances adopted by the City Council. These ordinances set standards to maintain safety and protect quality of life in Shoreline. The Municipal Code includes various titled sections including:

- Title 1** General Provisions—describes the process of codification and amendments.
- Title 2** Administration—describes the municipal government roles of City Manager, Planning Commission, and various boards
- Title 3** Revenue and Finance—presents the financial structure of the City
- Title 4** Reserved—not used at this time
- Title 5** Business Licenses and Regulations—describes required licenses for various businesses/operations
- Title 6** Animal Control Regulations
- Title 7** Reserved—not used at this time

Title 8	Health and Safety—consumer protection provisions and City park use rules
Title 9	Public Peace, Morals, and Welfare—public disturbance noise, criminal code, fireworks, and other provisions
Title 10	Vehicles and Traffic—traffic and vehicle related provisions, speed limits, restricted parking zones
Title 11	Reserved—not used at this time
Title 12	Streets, Sidewalks, and Public Places—sidewalk maintenance, roads and bridges, use of right of way, street vacation, and public tree management
Title 13	Utilities—provisions related to water and sewer systems, surface water utility, floodplain management, solid waste, electricity and communications
Title 14	Environment—commute trip reduction plan provisions
Title 15	Buildings and Construction—references construction and building codes, fire code, energy management code, and landmarks preservation
Title 16	Land Use and Development—planning provisions many of which have been repealed and incorporated into other areas of the Municipal Code, Shoreline Management Plan, and land use and development fee schedule

Title 17 Subdivisions—repealed and now incorporated into Title 20, Development Code

Title 18 Zoning—repealed and now incorporated into Title 20, Development Code

Title 19 Reserved—not used at this time

Title 20 Development Code—provisions related to plan requirements, zoning, special districts, and other development requirements, including general development standards.

Title 20—Development Code—Existing Provisions

The Development Code includes requirements, standards, and guidelines for zoning and development, including private and public facilities. The purpose of the Development Code is to:

- Promote the public health, safety, and general welfare;
- Guide the development of the city consistent with the Comprehensive Plan;
- Carry out the goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Encourage high standards of development;
- Prevent the overcrowding of land;
- Provide adequate light and air;

- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between humans and the environment;
- Promote efforts that will prevent or eliminate damage to the environment and biosphere;
- Protect the functions and values of ecological systems and natural resources important to the public; and
- Encourage attractive, quality construction to enhance City beautification.

The Development Code's regulations guide land use, building location and height, parking, landscaping, urban design, environmental protection, infrastructure, and historic preservation, as well as other elements. Development Code sections include:

- 20.10 General Provisions
- 20.20 Definitions
- 20.30 Procedures and Administration
- 20.40 Zoning and Use Provisions
- 20.50 General Development Standards
- 20.60 Adequacy of Public Facilities
- 20.70 Engineering and Utilities Development Standards
- 20.80 Critical Areas
- 20.93 Aldercrest—Planned Area—not applicable to the subarea
- 20.100 Special Districts

- Division II. Shoreline Master Plan (20.200, 20.210, 20.220, and 20.230 provisions)

Existing Zoning Designations within and in Proximity to the Subarea

- R-6, Residential, 6 dwelling units per acre (single family)
- R-8, Residential, 8 dwelling units per acre (single family)
- R-12, Residential, 12 dwelling units per acre (single family, duplex, townhouses, cluster)
- R-18, Residential, 18 dwelling units per acre (multifamily, townhouses, apartments)
- R-24, Residential, 24 dwelling units per acre (multifamily, townhouses, apartments)
- R-48, Residential, 48 dwelling units per acre (multifamily, apartments)
- CB—Community Business (mixed use, apartments, retail and personal services)
- MB—Mixed Business (vertical or horizontal mixed use)
- NB—Neighborhood Business
- Campus

The City's zoning map also identifies areas in use for parks and utilities.

Amendments to City of Shoreline development regulations are being prepared to support implementation of the subarea plan. The regulations specify requirements for new zoning categories and include new provisions not currently covered in the existing Shoreline Municipal Code. The new regulations will be adopted as part of the subarea plan and planned action, and integrated into City codes as needed to support implementation. These include provisions for

building height, bulk, character/form, setbacks, transitions between land uses, surface coverages, parking ratios, and other requirements.

Development Code revisions include new and unique regulations to implement the City's vision for the subarea. For information pertaining to the relationship of the FEIS alternatives to the Development Code, including Code revisions to support the proposed planned action, refer to Chapter 3, Section 3.1 Land Use Patterns.

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